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—AT HIS—

NAVIGATION STORE,

NO. 49 NORTH WATER STREET,

(Corner of William.)

NEW BEDFORD.

HAS FOR SALE ALL THE VARIOUS KINDS OF

**Nautical, Optical, and Mathematical  
INSTRUMENTS,**

At Wholesale and Retail; and as complete, an assortment of

**CHARTS**

Of all Parts of the World Visited by Whalemén,

required to make a complete

NAVIGATION ESTABLISHMENT.

ALL INSTRUMENTS

—FOR—

**REPAIRS,**

WILL RECEIVE THE PERSONAL ATTENTION OF

MR. KEHEW.



Wh  
C456  
1862j

Milk	3.00
Gara	25
M. m. bel.	25
Jack Knife	1.25
Boating	1.2 1/2
Boat	1.87
Boating	1.2
"	1.2 1/2
"	1.2 1/2
Peanuts	1.2 1/2
Boat	2.5
"	6.2 1/2
"	6.2 1/2
Supper	2.00
Cigar	50
Washing	25
Handkerchief	25
Stocking	25
Suspender	1.00
Compass	2.00
oil Coach	2.00
Revolver	2.00
Washing	1.50
oil cloth	1.00
Supper for two	1.2 1/2
Boating	2.00
Donation	0.25
Supper	0.12 1/2
Boating	0.12 1/2
"	0.50
"	0.12 1/2
Supper	0.12 1/2
Peanuts	0.12 1/2
Boating	0.12 1/2
"	0.50
Picture	0.50
Friend	0.12 1/2
Peanuts	1.2 1/2
Tooth	0.00
Supper & Cigar	0.50
Medicine	0.10
Lo	0.00
breakfast - & Cigar	0.12
Peanuts	0.00
Supper & Cigar	0.00
Soda water	0.12 1/2
Chances & firecracker	0.15
Boating	0.25
Peanuts	0.12
Boating	0.12
Boating	0.60

16

Washing	\$ 1.00	72
Boating	0.00	20
Fishline	1.75	
Boating	0.26 1/2	
Envelopes & paper	0.150	
		8
Boat	2.00	
Pen	62	96

Borrowed of Cooper  
 of Stuart 25  
 Settled April 16/67

Promised to write to Mr  
 Thompson in the summer of 67

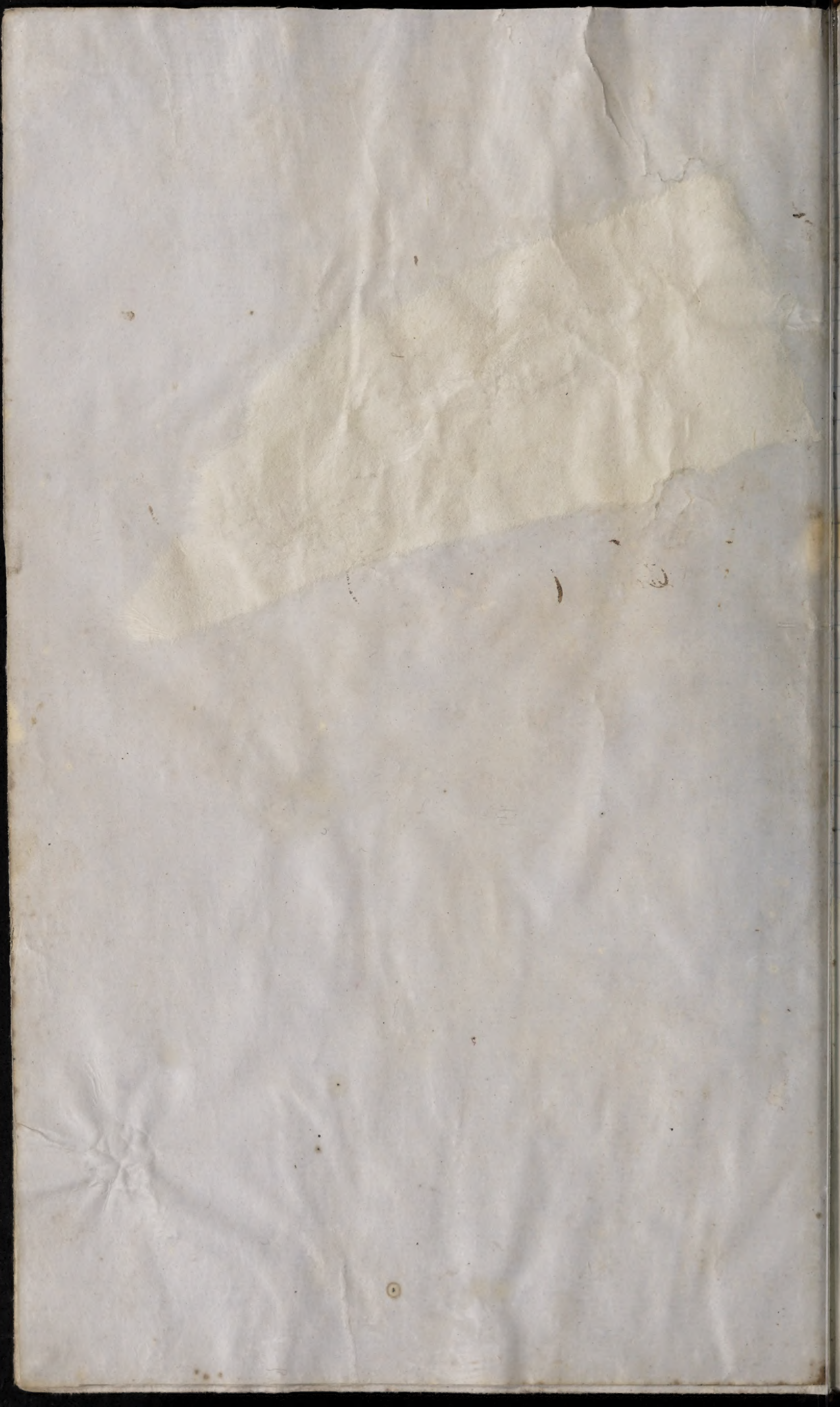


27.62

Shooks went on board ship *Europa*  
W 17 to 31 Gage of loss 249 gal

186  
204  
226  
230  
208  
194  
282  
287  
210  
168  
189  
208  
172  
190  
210

George G. Roman



List of the Officers & crew in the Bark Chandler Price which sailed from New Bedford June 26<sup>th</sup> 1822 on a voyage to Scotland going down East and loading with lumber

Josiah Bourne	Master	Norham,	Mass
Robert R Gifford	First Mate	Falmouth	=
George L Bowman	Second	=	=
Benjamin Morse	Carpenter	Eastport	Maine
	(Cook & Stewart)	London	England
Henry D. ...	Seaman		Germany
William	=		=
Charles	=		=
John	=	Western Island	=
John	=		=
Antoine		Lisbon	Spain
John H Bowman		Falmouth	Mass
Peter J Dounie	(shipped in Greenock)	Greenock	Scotland

The Bark Chandler Price was formerly a whale ship but was sold to sail in the merchant service. J. Bourne being her of. She was four hundred and forty two tons burden. We took in two hundred and twenty one standard, or four hundred & forty thousand feet of lumber. The bark was very stiff and would carry sail a long time.

Barth Chandler Price Capt Brown



New Bedford June 26. 1862 1

Thursday June 26/62

This day commenced with a strong breeze  
bore the vessel toward at 2 PM came on  
board and found all the crew on board  
employed the forepart cleaning up decks  
at night three of us stood watch the First  
Cook made and on the Moore which is a  
ketch the ship was the Shoals at 9 AM here  
we all sat and were soon for Quicker  
by the latter part of night employed getting  
the rigging and sails and rigging

Friday June 27/62

This day commenced with a light air  
of Quicker Hole the Pilot in charge of  
the Pilot at 1 PM Capt Bowen a part owner  
came on board and he brought me a  
small package from Haines at 3 PM  
came to anchor in 15 fathoms of water  
of Haines hole while the rigging down  
and let them hang at 9 AM here  
up and came to anchor at 5 PM in  
four fathoms of water in Haines hole  
at 9 here up and stood down found  
employed the latter part mending the  
Mizen topmast aloft so ends this day

Saturday June 28/62

This day commenced with a light  
breeze from the Westward employed the  
fore part setting up the Mizen topmast  
rigging and working about decks at 6 PM  
we were of Chatham nearly over the Shoals  
at about 4 PM the Pilot left us he going  
on board of a Schooner which was bound  
to Boston saw lots of vessels going the  
same way as up to the Eastward. middle  
part a very heavy tempest and rather

Bark Chandler Pilot Capt Brown  
Saturday June 28th '69  
and chud down the topsails at 11 AM  
set the topsails at 4 PM in the chudding  
bent down at 6 PM. the latter part of  
the day the star board water had a water  
below except the latter part taking the  
main topgallant rigging

Mount Desert Point in sight

Sunday June 29th '69  
the day commenced with a light fair  
breeze from the Eastward steering by  
N. E. at 10 AM the main topgallant  
was set and at 1 PM the rigging of  
8 PM the topgallant was set and at  
at 7 PM the chudding was set and  
set (middle and) the latter part  
part light air at 4 PM made land  
Desert and several other islands  
at 8 PM the topgallant was set and  
set the latter part

Monday June 30th '69  
the day commenced with a light air from the  
all sail set steering by the wind  
middle part moderate breeze latter part  
much like the fore part. employed the  
latter part taking up the lower deck  
working water and water during the  
hour from 5 to 8 PM. set the Pilot  
boats so ends this day

Tuesday July 1st '69  
the day commenced with a light  
breeze from the Eastward steering by  
the wind employed the fore part taking  
up the lower deck at 8 PM it commenced  
to rain and it rained all night. the  
night is a very disagreeable night. taking  
a morning all night working up the  
Bark Chandler to East Point

I don't know how long it will  
 take to get the boat out of the  
 water. It is now about 10  
 feet deep. The water is very  
 shallow. It is very muddy. It  
 is very difficult to get the  
 boat out. It is very difficult  
 to get the boat out. It is very  
 difficult to get the boat out.

The water is very shallow. It  
 is very muddy. It is very  
 difficult to get the boat out.  
 It is very difficult to get the  
 boat out. It is very difficult  
 to get the boat out. It is very  
 difficult to get the boat out.

Thursday July 2nd 1862

worked today taking out ballast and  
 filling up the hole with one gallon  
 of Park road. It is very difficult  
 to get the boat out. It is very  
 difficult to get the boat out.

Friday July 3rd 1862

This is commenced quite sunny like  
 before. It is very difficult to  
 get the boat out. It is very  
 difficult to get the boat out.

Recd. 11. 19. 1862  
 Recd. 11. 19. 1862

I have been reading the book  
 which is a very interesting  
 one. It is written by a man  
 who has spent a great deal of  
 time in the study of the  
 subject. The book is full of  
 facts and figures which are  
 very interesting and which  
 will give you a very good  
 idea of the subject. I have  
 enjoyed reading it very much  
 and I think you will find it  
 very interesting also.

This is a very interesting  
 and valuable piece of work  
 and I think you will find it  
 very interesting. The book  
 is full of facts and figures  
 which are very interesting  
 and will give you a very  
 good idea of the subject.

The book is full of facts  
 and figures which are very  
 interesting and will give  
 you a very good idea of  
 the subject. I have enjoyed  
 reading it very much and  
 I think you will find it  
 very interesting also.

The book is full of facts  
 and figures which are very  
 interesting and will give  
 you a very good idea of  
 the subject. I have enjoyed  
 reading it very much and  
 I think you will find it  
 very interesting also.

I have been reading the book  
 which is a very interesting  
 one. It is written by a man  
 who has spent a great deal of  
 time in the study of the  
 subject. The book is full of  
 facts and figures which are  
 very interesting and which  
 will give you a very good  
 idea of the subject. I have  
 enjoyed reading it very much  
 and I think you will find it  
 very interesting also.

1. Cross River ...

Sunday Feb 15<sup>th</sup>

... some ... ..  
... ..  
... ..  
... ..

Monday Feb 14<sup>th</sup>

... ..  
... ..  
... ..  
... ..

Tuesday Feb 13<sup>th</sup>

... ..  
... ..  
... ..  
... ..

Wednesday Feb 15<sup>th</sup> / 69

at 4:30 the ... ..  
... ..  
... ..  
... ..

Friday Feb 18<sup>th</sup>

at 1:30 ... ..  
... ..  
... ..  
... ..

... ..  
... ..  
... ..

Saturday Feb 19<sup>th</sup>

... ..  
... ..  
... ..  
... ..

Remained on board on Sunday. I used the same sail as on the 28th. The wind was light and variable but we made some progress. The sea was choppy. I observed a number of birds and fish.

Latitude North  
Longitude West

Sunday Feb 27th

The sea commenced with a light breeze from the SE. At 10 AM we got under way. The wind increased to a fresh breeze and we made good progress. The sea was very choppy. I observed a number of birds and fish.

Monday Feb 28th

The sea commenced with a light breeze from the SE. At 10 AM we got under way. The wind increased to a fresh breeze and we made good progress. The sea was very choppy. I observed a number of birds and fish.

Latitude North  
Longitude West

Tuesday Feb 29th

The sea commenced with a light breeze from the SE. At 10 AM we got under way. The wind increased to a fresh breeze and we made good progress. The sea was very choppy. I observed a number of birds and fish.

From the [unclear] [unclear] [unclear]

Friday [unclear] [unclear]

at 11 [unclear] in [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]

Latitude

Longitude

Wednesday Feb 23rd

this morning with a fresh breeze  
from about E. by S. Park on the [unclear]  
left under top sail [unclear] [unclear] [unclear]  
this afternoon [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]

Thursday Feb 24th

this evening [unclear] [unclear] [unclear] [unclear]  
fresh breeze from the S. by [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear] [unclear] [unclear]

Latitude

Longitude

Remarks on board Bark Chandler Price. Cape Cod

Friday Feb 26th 1839

This day commenced with a moderate breeze from the S.W. all sail set during the wind heading to the N.W. ...

... saw the light ...

Saturday Feb 27th 1839

This day commenced with a light breeze from the S.W. Bark under all sail ...

Sunday Feb 28th 1839

commenced with a calm ...

Monday Feb 29th 1839

This day commenced with a light air from the ...



From Marine, N.S. to Glasgow, Scotland, & L. B. Bay

Monday July 27<sup>th</sup> 1862  
at 10 P.M. sailed on the schooner ship  
in the morning, a fair wind  
ship on the 28<sup>th</sup> at 10 P.M. wind about E. by S. by  
morning the time uncertain at 11 P.M. in afternoon  
the gale set in at 1 P.M. headed E. S. E. at 1 P.M.  
came up to the course E. wind S. W. E. at 3 P.M.  
at 4 P.M. the sheeting sail gone and set the studding  
at 10 P.M. fog cleared up and the sun shined  
at 11 P.M. a seaman & myself were on the deck  
in the morning the ship parted and  
near the morning at 10 P.M. but no  
news of the ship

Tuesday July 29<sup>th</sup> 1862

The day commenced with a breeze from  
the Westward all sail set steering E. on the  
ship set at 4 P.M. thick fog and a storm  
wind and rain from 10 P.M. to 11 P.M.

Wednesday July 30<sup>th</sup> 1862

The day commenced with a light air from the  
Westward all sail set steering E. on the  
ship set at 4 P.M. thick fog and a storm  
wind and rain from 10 P.M. to 11 P.M.

Thursday July 31<sup>st</sup> 1862

The day commenced with a moderate  
breeze from the Westward all sail set steering  
E. on the ship set at 4 P.M. thick fog and a storm  
wind and rain from 10 P.M. to 11 P.M.  
the ship parted with and left the sea  
with the gun part with the supplies of  
a small gun

Friday August 1<sup>st</sup> 1862

The day commenced with a breeze from the  
Westward all sail set steering E. on the  
ship set at 4 P.M. thick fog and a storm  
wind and rain from 10 P.M. to 11 P.M.

Remarks on board Bark Chandler Price Capt Bourn

Friday August 1st 1860

at 10 AM left the port of E. I. E. and squared in the yards, in order to avoid the Fisher's bank which would be low to anchor. middle ground rain. latter part thick ice and raised anchor in making sail in the bay.

Saturday August 2nd 1860

the boat was commenced with a light breeze from the S. W. sail on station East. E. complete. middle ground rain. latter part thick ice and raised anchor in making sail in the bay. wind shifted to the Eastward as we went S. E. rounded twice during the twenty four hours and found single ice patches as signs of ice and were how many as you may see.

Sunday August 3rd 1860

these twenty four hours commenced with moderate breeze and thick fog from S. E. to S. W. all sail set. middle ground rain. latter part thick ice and raised anchor in making sail in the bay. wind shifted to the Eastward as we went S. E. rounded twice during the twenty four hours and found single ice patches as signs of ice and were how many as you may see.

Monday August 4th 1860

this day commenced with a moderate breeze from the Southward all sail set. middle ground rain. latter part thick ice and raised anchor in making sail in the bay. wind shifted to the Eastward as we went S. E. rounded twice during the twenty four hours and found single ice patches as signs of ice and were how many as you may see.

Tuesday August 5th 1860

this day commenced with a moderate breeze from the Southward all sail set. middle ground rain. latter part thick ice and raised anchor in making sail in the bay. wind shifted to the Eastward as we went S. E. rounded twice during the twenty four hours and found single ice patches as signs of ice and were how many as you may see.

Wednesday

at 7 AM saw B. back. 7th Aug 1860

at 10 AM saw B. back. 7th Aug 1860

at 10 AM saw B. back. 7th Aug 1860

from N. side of S. to Glasgow Scotland. But 30 miles  
at sea. The wind being from  
S. S. W. heading the middle part about  
S. E. about 10 S. E. the sea was  
very calm. The water was both  
thick nothing and also to work  
in ship but no observation to day

at sea - no wind of wind  
cold old ship and  
at sea - no wind of wind  
cold old ship and  
at sea - no wind of wind  
cold old ship and

Thursday August 7th 1862  
The day commenced with a good breeze from  
E. S. E. at 10 miles steering to the wind  
heading about S. E. on the point to the  
middle and later part of the day the wind  
Latitude 48° 44' North  
Longitude 64° 30' West

Friday August 8th 1862  
This day commenced with a nice breeze  
from N. E. at 10 miles steering to the wind  
heading about S. E. on the point to the  
middle and later part of the day the wind  
Latitude  
Longitude

Saturday August 9th 1862  
The day commenced with a good breeze from  
the N. E. at 10 miles steering to the wind  
heading about S. E. on the point to the  
middle and later part of the day the wind  
Latitude  
Longitude

Sunday August 10th 1862  
The day commenced with a strong breeze from  
the N. E. at 15 miles steering to the wind  
heading about S. E. on the point to the  
middle and later part of the day the wind  
Latitude  
Longitude

at 10.30 AM the first light  
and wind of the day

Monday August 11th  
The wind from the Eastward all night  
of the wind blowing about 15 to 20  
and rain was light. The wind from  
at 10.30 AM the first light and wind  
of the day

Tuesday August 12th

The wind from the Eastward all night  
of the wind blowing about 15 to 20  
and rain was light. The wind from  
at 10.30 AM the first light and wind  
of the day

Wednesday August 13th

The wind from the Eastward all night  
of the wind blowing about 15 to 20  
and rain was light. The wind from  
at 10.30 AM the first light and wind  
of the day

Thursday August 14th

The wind from the Eastward all night  
of the wind blowing about 15 to 20  
and rain was light. The wind from  
at 10.30 AM the first light and wind  
of the day

at 10.30 AM the first light  
and wind of the day

Maine, U.S. to Glasgow Scotland August 14th/62

Thursday August 14th/62

The day commenced with a moderate breeze from about South steering S by E at 1300 we took the Starboard tack's sheet, at 4 PM we took the fore part of the top anchor down & put a line under the boom at 5 PM put a chain shot around the cabin cables for the spring jib guy eye & took in the top in the foremast the jib middle part came in at 6 PM all hands and work kept the ship the wind continued to blow until about 8 PM and then we were in a moderate breeze from the

Friday August 15th/62

The day commenced with a moderate gale from about South steering S by E at 3 PM we took the fore part of the top in the foremast the jib middle part came in at 4 PM all hands and work kept the ship the wind continued to blow until about 8 PM and then we were in a moderate breeze from the  
Longitude 30 20 W

Saturday August 16th/62

The day commenced with a fresh breeze from about N by W steering S by E at 1300 we took the top and lower studding sails, at 4 PM we parted the tail to the dunning sail tack block, at 4 PM took in studding sails & hauled up the main at 6 PM hauled the jibs and took in main topgallant sail, wind about N

Vertical handwritten notes on the left margin.

Vertical handwritten notes on the left margin.

Remarks on board Bark Chandler Price Capt Bourne

Saturday August 16th 1862

at 8 AM the deck was up for taking fore & main  
at 8 AM cutter at hauls and double reefed the  
Main topsail. wind this AM with a moderate  
gale wind about 17 N. Latitude 47 N  
Longitude 170 W

Sunday August 17th

then went on our north compass with a fresh  
gale wind from SW. at 10 AM reefed the main  
and set in the fore. at 11 AM reefed out of the  
main topsail and the reef out of the main  
cutter fore strong breeze SW. Latitude 47 N  
Longitude 170 W

Monday August 18th

then went for hours commenced with a  
strong breeze from the SW. at 11 AM  
up fore single reef main at 4 PM  
signaled and an English Ship bound  
to the Westward at 4 PM double reefed the main  
topsail in 10 hauls at 5 PM set in the main  
topsail and reefed the courses  
and took in the jib at 8 PM parled the  
the main sail at 12 midnight parled  
in the fore topsail and parled it at  
4 AM set in again at 1 AM set in again  
set over single reefed topsails. cutter fore  
moderate.

Tuesday August 19th

then went on our north compass with a  
breeze from the S. at 10 AM under  
cutter topsail and fore topsails at 12 PM  
the reef out of the cutter and set in  
at 2 PM wind hauled about 17 N. at 3 PM  
to the studding sail hauls at 4 PM  
at hauls to late in evening had  
employed the cutter fore reefing. Lat 53 N  
the studding sail Longitude 170 W

at 3000 yards the North  
 coast of Greenland.  
 at Astrakhan the Sea list east  
 North Channel

From Main U.S. to Glasgow Scotland 3rd Bremen  
 Wednesday August 20th 1862  
 this day commenced with a strong breeze  
 from the N.W. all sail set which  
 will draw. but the top mast studding sail  
 employed the fore part repairing it. during  
 S.W. E. during the latter part of the night  
 scraped down the mast, main and fore  
 masts in S.W. E. masts in late  
 years running up the chains. middle masts  
 moderate latter part fresh Latitude  
 Longitude

Thursday August 21st 1862  
 this day commenced with a light breeze from  
 the S.W. all sail set during E.S.E. at 3.30  
 raised the north coast of Britain and passed  
 the fore part pulling the anchors on the bow  
 at 4.30 passed by lights at 5.30 at  
 the North Channel. middle and latter  
 part moderate breeze. during the latter  
 part taking of the chafing gear. all hands  
 on deck about 11.30 the side of the main  
 deck looks us in tow.

Friday August 22nd 1862  
 this day commenced with a light breeze  
 all sail set in tow of a steamer. at 11.30  
 took in all sail and passed the light at  
 3.30 the starboard light was seen  
 shall alter the steamer made fast to us  
 the bark the Bark Pleiades of St. John's  
 with a cargo of coal. some provisions and  
 a crew of 3 men. she is now under way  
 and is towing.

Saturday August 23rd 1862  
 this day commenced with a light breeze  
 all sail set in tow of the steamer  
 at 11.30 the starboard light was seen  
 shall alter the steamer made fast to us  
 the bark the Bark Pleiades of St. John's  
 with a cargo of coal. some provisions and  
 a crew of 3 men. she is now under way  
 and is towing.

Brown, Scotland. August 22. 1862 Discharging cargo

Saturday August 23/62

at 10 AM was surrounded by a lot of stone which  
brought down deck in a heavy sea. The crew  
was to be but the next day water is right.  
The crew could not discharge the deck and  
ground I received from Mr. H. B. M. S. G. S. G. S. G.

Sunday August 24th/62

this day has been very pleasant. I have attended  
two meetings to day in the evening of the day  
with a letter to J. S.

Monday August 25th/62

this has been a very pleasant day. about noon  
finished unloading the deck and then commenced  
in the main hatch at 5 PM. The ship being  
around the list of shore

Tuesday August 26th/62

employed to do discharging cargo working about 9 AM  
hours a day. we find it rather hard work to handle  
I will not bring out to it. tonight we will  
to H. B. M. S.

Wednesday Thursday 27th Friday 28th Saturday 29th

at this time we have been employed discharging  
the cargo. tonight we have the most of the  
the 7 inch deck below about one fourth of the line

Sunday August 31st/62 fine day during the day

wrote to G. F. during the afternoon attended the  
in Church of Scotland. at 5 PM. got out in the  
on account of having taken cold which affected my  
throat

Monday September 1st/62 this day I have

no work until 11 AM. finished unloading  
4 AM and the deck of the ship is  
some more with the deck



Bank & Chamber Rice Cape Barrow. G.I.P. 1862  
Sunda September 26th

This morning being overcast with the rain in  
the afternoon it fell but in evening the sun  
was out, falling about a couple of inches  
but the rain fell in the morning to the  
morning.

The wind was light & the morning at 10  
the rain was over on the 26th. I went in  
to a short distance from town in a place known  
as the new of the river, got back to the 1st cabin  
about 11 that night had a beautiful view  
in company with one Mr. Moore, he joined the  
ship a few days previous to this.

Thursday September 27th 62

This morning the wind was with a strong gale from  
the N.W. at 10 AM it commenced to moderate & the sea  
calm & smooth to do in taking in about 10 tons  
of coal 20 barrels of tar, at 2 PM took the starboard  
anchor in on deck, at 4 PM Mr. Sifford the Master &  
I went on shore with 2 men at the same time  
went to collect one to 300 and one to 100.

Friday September 28th 62

Left the harbor in ship at 10 AM the  
steamer took the sea as far as Lead's island and  
left at 11 AM it will be 12 hours land.

Saturday September 29th 62

The morning the wind was moderate breeze from  
the N.W. at 10 AM the steamer took the sea  
for the Lead's island with the port light.

Remarks on board Bark Chandler Price. Capt. Boorne

Saturday September 10<sup>th</sup>

captured the latter part washing ship inside all hands on deck

Sunday September 11<sup>th</sup>

noticed the fore part washing ship inside (all hands) at 7 AM was sent up to Battine Cabin at 7:15 got down in the fore part at 8 AM and at 10 miles to the word of a gale again (later E. wind) middle and fore part strong breeze at 11 PM put the Board anchor on the fore and lashed it the

Monday September 12<sup>th</sup>

commenced with a strong breeze from N. W. on the starboard tack having about 4 miles to the lead at 11 AM all sail set steering S. the wind at 2 PM had shifted about 11 points and the fore part jib boom called all hands to strike sail and get in at 3 PM took in aft topsail & main topsail at 3 called all hands and double reefed the topsail a very strong breeze at 4. at 9:30 hauled the rope out of the main topsail and on at 10 the fore topsail

under report of 10/12/62

Long

Tuesday September 13<sup>th</sup>

this day commenced with a strong breeze from the N. W. steering by the wind on the starboard tack having about 5 miles at 4 PM commenced to work up at 6 hauled ship and started to the N. E. at 6:30 set the main topsail at 7:30 took it in at 8 called all hands and put a single reef in the main topsail middle and fore part very fresh breeze on side inside

at 10 the sails shrouded the de

From Holland to Pile, Swazilia, J. J. Brunner

Tuesday September 10th 1892

The boat was hoisted with a strong breeze from the NW on the Port tack, heading about 110° at 6:30 AM we ship and start to the NW with fair wind till 11 AM with a slight breeze the latter part showing the main deck

Wednesday September 11th 1892

The boat was hoisted with a light breeze from the NW, heading about 110° at 10 AM we ship and start to the NW with light air till 1 PM fresh breeze from the NW, heading about 110° at 4 PM we ship and start to the NW with the fair breeze from the NW

Friday September 12th 1892

The boat was hoisted with a fresh breeze from the NW heading about 110° at 4:30 AM we ship and start to the NW with fair wind till 11 AM with a fresh breeze from the NW, heading about 110° at 4 PM we ship and start to the NW with the fair breeze from the NW

Latitude 37° 45' S

Longitude 114° 46' W

Saturday September 13th 1892

The boat was hoisted with a fresh breeze from the NW heading about 110° at 4:30 AM we ship and start to the NW with fair wind till 11 AM with a fresh breeze from the NW, heading about 110° at 4 PM we ship and start to the NW with the fair breeze from the NW

Latitude 36° 45' S

Longitude 114° 46' W

Vertical text on the left margin, possibly a date or page number, written in a different hand.

Sunday September 14th 1862

These twenty four hours commenced with a fresh gale from  
S.W. at 11 AM under double reefed topsails & main courses laid  
about 11 AM. Breeze checked in the weather & we steering on  
course to West employed the fore part reefing in the fore  
7 AM. Strake at 11 AM jib & spanker. During the  
middle watch made more sail. at 7 AM made all  
sail. latter part strong breeze

Monday September 15th 1862

These twenty four hours commenced with a change  
breeze from S.W. to S. by E. at 11 AM. at 12.30  
lacked ship and went to the ... in the fore  
part in logabuntails. at 1 PM ...  
the topsails. at 3.30 AM. wind of W. was S.W. stand  
to the S.W. ... the late part ... of  
the main stay. latter part moderate

Tuesday September 16th 1862

These twenty four hours commenced with a  
breeze at 11 AM. ... topsails. ...  
jib stay. ... at 4.30 AM. ...  
with ... ...  
... but all the logabuntails ...  
the main topsail yard called all hands slide it  
up. and single reefed the fore topsail. with a  
stead rain storm

Wednesday September 17th 1862

These twenty four hours commenced with a fresh  
breeze from the S. ...  
... fishing the main topsail yard. at 2 PM  
... the fore topsail took in the jib & spanker  
... the main ...  
... main topsail ...  
at 7 AM ... the reef out of the main sail, at 11  
... at 11 AM ...

Spruce of the main topsail wind checked the topsail  
at 11 AM

Wednesday September 16<sup>th</sup>

we set out at 10<sup>th</sup> o'clock. The tide  
running out. The wind light  
and with a moderate breeze. Lat 56

Longitude 26 54

Thursday September 17<sup>th</sup>

The boat was towed on with a moderate  
breeze from the north. The sea was  
calm. The wind main signal. At 10  
o'clock the boat was towed on with  
a moderate breeze. The tide running  
out. The wind light and with a  
moderate breeze. Lat 56

Longitude 26 33

Friday September 18<sup>th</sup>

The boat was towed on with a moderate  
breeze from the north. The sea was  
calm. The wind main signal. At 10  
o'clock the boat was towed on with  
a moderate breeze. The tide running  
out. The wind light and with a  
moderate breeze. Lat 56

Saturday September 19<sup>th</sup>

The boat was towed on with a light air  
and a very heavy swell running  
which caused the boat to roll and  
clash. The tide running out. The  
wind light and with a moderate  
breeze. At 3.30 AM took in the  
studding sail. The tide running  
out. The wind light and with a  
moderate breeze. Lat 56

Latitude 54 26 East

Longitude 33 00 West

Sunday September 20<sup>th</sup>

The boat was towed on with a moderate  
breeze from the north. The sea was  
calm. The wind main signal. At 10  
o'clock the boat was towed on with  
a moderate breeze. The tide running  
out. The wind light and with a  
moderate breeze. Lat 56

Monday September 21st 1862

and set the studding sails wind about E. S. E.  
at 11 AM moderate breeze and rain and  
at 12 noon there were four hours, this we have not  
seen once to be a day of inland rest although it  
has been that and enjoyed a measure of his presence,  
no observation to do

Tuesday September 22nd 1862

these twenty four hours commenced with a  
at 11 AM from about E. S. E. at 12 noon  
at 1 PM the studding sails were set and at 2 PM  
at 3 PM moderate breeze and rain and  
part washing ship outside, steady rain moderate

Wednesday September 23rd 1862

these twenty four hours commenced with a  
breeze from the southward with steady rain and  
at 11 AM steering 11/4 N. employed the fore part washing  
ship outside. at 5 PM wind shifted out about 1/2 N. to  
to Red ship. at 6 PM fore part in the light  
sails and double reefed the topsails. at 8 PM  
out of the fore topsail. at 10 moderate 11 PM  
at 5 PM strong breeze at 6 PM red one reef out of  
main topsail and set main log sail at 10 PM  
took it in. employed the latter part to work  
the rigging so ends

Latitude 50 27 North

Longitude 43 25 West

Thursday September 24th 1862

these twenty four hours commenced with a  
strong breeze from the North West under  
single reefed topsails, wind fair points 1/2 N. at  
the fore part the masting was at 11 AM  
set over single reefed topsail. about 2 PM at main  
sail and fore topsail. employed the latter part  
outside (coal taring) late part light breeze from the  
Latitude 50 27 North Longitude 43 25 West

at 11 AM saw a mist amount of single reefed topsails rain steady  
the latter part

which will be the consequence of the  
Sundays in the morning...

See B. wing

Rioton, Nevada Sept 25th 1869

Thursday September 25th 1869

The boat in hours commenced with a light breeze from  
the east all sail set steering to the wind heading about  
S 40 E. In the middle of the forenoon painting outside  
middle and fore part of the brig and the  
day at sunset. A look in gaff top sail at 5 pm  
no more observed and at the light sail again  
no observation to do.

Friday September 26th 1869

The day commenced with a fresh breeze from  
the East. Boat under all sail steering to the  
wind heading to the S 40 E. A few clouds  
a few B. wing on the starboard beam (to beam)  
middle part light air rather more increased  
and thick fog at 7 PM. Laid a ship and steered  
to the S 40 E heading about S 40 E at 11 Midnight  
laid the ship heading to the S 40 E and  
at 1 AM no observation to do.

Saturday September 27th 1869

The boat in hours commenced with a moderate breeze  
from the East. A look in gaff top sail at 11 AM  
with thick fog at 11:30 passed sharp up and left in  
the dead air. In the middle of the forenoon  
the weather improved and the breeze freshened.

Latitude  
Longitude

Sunday September 28th 1869

The boat in hours commenced with a moderate  
breeze from the East. All sail set steering to the S 40 E  
at 4 PM. Boat under all sail steering to the S 40 E  
sight in top sails. at 5 PM. Breeze now too low  
we have been at anchor down river or all night  
this night I have not sailed a moment  
at 4 AM we ran out of the top sails and set  
the log sails. latter part moderate

at ... light

... ..

... ..

... ..

... ..

... ..



Cape Breton, Newfoundland and Labrador, Nova Scotia, G.D.B.

Friday October 3<sup>rd</sup> 1869

This morning four hours commenced with a light air from the Southward, during which the two sail in sight, a schooner and the shudding... at 7 o'clock... in the light sails. at 9 o'clock... Island sight in sight... at about 11 o'clock called all hands... at 5:30 the... on the Port tack. this night I had about three hours below and sleep about 1 1/2 hours. latter part...

Saturday October 4<sup>th</sup> 1869

This day commenced with a gale of wind in the Gulf of St. Lawrence... at 1 P.M. reefed the mainsail... at 4 o'clock... at 8 o'clock... at night...

Sunday October 5<sup>th</sup> 1869

This morning four hours commenced with a light breeze... at 11 o'clock... at 4 o'clock... at 8 o'clock... at night...

Dear Mother, I have just received your kind letter of the 10th

Sunday

I was very glad to hear from you and to hear that you were all well. I am well at present and hope these few lines will find you all the same. I have not much news to write at present.

Love from your affectionate son

The weather here is very pleasant at present. I have just received your kind letter of the 10th and was very glad to hear from you. I am well at present and hope these few lines will find you all the same. I have not much news to write at present.

Love from your affectionate son

I have just received your kind letter of the 10th and was very glad to hear from you. I am well at present and hope these few lines will find you all the same. I have not much news to write at present.

Love from your affectionate son

I have just received your kind letter of the 10th and was very glad to hear from you. I am well at present and hope these few lines will find you all the same. I have not much news to write at present.

Pitau was back in the boat on the 12th. Arrived in the

Friday October 11th

arrived to the fishing boat, the fish was  
caught in the morning, then we went to the  
at the after hatch for when it is in the water

Saturday October 12th

the day commenced with a lot of rain in the  
morning and a heavy load of fish was  
sent down to the boat in the afternoon  
and in the evening

Sunday Oct 13th

the day commenced with a lot of rain in the  
morning and then I found a lot of fish  
sent down to the boat in the afternoon  
and in the evening

Monday October 14th

arrived to the job part of the day selling  
at rigging, at about 1 PM got under way  
but soon ran aground and had to  
remain at the place

Tuesday October 15th

about 11 AM got under way with a lot of  
fish and a lot of fish were sent down to  
Pitau and the fish were sent down to  
the boat and then we went to the  
the job part and fishing in the  
afternoon at the rigging

Wednesday October 16th

arrived to the job part of the day selling  
at rigging and fishing in the afternoon  
and then we went to the  
the job part and fishing in the  
afternoon at the rigging

Thursday October 17th

arrived to the job part of the day selling  
at rigging and fishing in the afternoon  
and then we went to the  
the job part and fishing in the  
afternoon at the rigging

Landing at New York of Dickson & Co. 1841

Friday Oct 11/41

The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening

Saturday Oct 12/41

The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening

Sunday Oct 13/41

The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening

Monday Oct 14/41

The weather was all a light breeze from the  
S.W. with some clouds in the evening  
The ship was in the harbor at 5 o'clock  
I went on board of the ship right and found  
myself in the cabin at 7 o'clock  
I saw the ship, and had some of the  
The weather was all a light breeze from the  
S.W. with some clouds in the evening



The Board of the ...  
 ship ...  
 This is a ...  
 The ...  
 It is ...  
 I am ...  
 The ...  
 The ...

Edward R. Sopley	Master	Long Plain	Mass
Henry S. Higgins	First Officer		Mass
William A. ...	2 <sup>nd</sup>	Long Plain	Mass
George I. ...	3 <sup>rd</sup>	W. Fairbanks	"
A. W. ...	4 <sup>th</sup>	Cooper, Wood Hole	"
Charles ...		Boston	"
Henry ...		St. Helena	
James ...		Hampden	"
...		Dover	"
...		Stewart	Mass
...		Cook	"
...		Seaman	
...		New Bedford	Mass
...		"	"
Benjamin Wilson Jr		Long Plain	"
William ...		Boston	"
John ...	Seaman		Mass
William ...	"		"
George ...		Boston	Mass
Vedat ...		Virginia	

Done for ...

	John	Anton	Beltrucci	Seaman	Western	Island
	Anton	"	"	"	"	"
Manuel	Luza	"	"	"	"	"
Henry	"	"	"	"	"	"
George	Emerson	"Alais Charles"	"	"	"	"
Francis	Mc Caff	"	"	"	"	"
Francis	Brownell	"	"	"	"	"

Remarks on the Ship's Log from Cape Cod

1788

The morning of the 1st of March and sailed on they  
with us with the intention of coming back  
again before we had the opportunity to see  
the length of the ship to see if it  
is to be had or not for the life and  
soul to come, and as the 1st of March was coming  
on I felt that I ought to see the  
lights in the dark, some time and go  
all out for my.

March 2nd

The day commenced with a great frost,  
the 2nd day a great deal of rain came  
and amongst the rain we saw the 3rd day  
that the red tide up and at the fore and  
saw a great many shells getting under the  
deck and the main deck and at the  
side of the fore mizen we lashed the  
mizzen for the night divided the main  
topmast into three, the Sea board the  
ship the great light showed out, strong breeze  
that the night the wind was from the west  
and the ship was at anchor at 10 o'clock  
the anchor, at 11 o'clock a boat was sent  
to the shore with provisions and the water  
but was not returned until 12 o'clock  
and the ship sailed.

March 3rd

The day for the first time with a  
breeze from the north the ship was  
at anchor at 10 o'clock the light showed  
out the wind was from the west and  
the ship was at anchor at 11 o'clock  
and the ship sailed.



... to Cap. ...

...  
...  
...

... the ... of the ...  
... the ...  
... the ...

### Friday December 21st

... commenced with a strong breeze from the ...  
... the ...  
... at 9 o'clock ...

### Saturday December 22nd

... commenced with a moderate breeze at 10 o'clock ...  
... at 4 o'clock ...  
... at 9 o'clock ...

...  
...  
...

Remarks on board ship for the month of December

Sunday December 14th

This day commenced with a heavy gale of wind from the S.W. blowing the fore part of the deck sending down the spar which the men picked up on the deck while working the wind down the spar. I was real weak, the men do not appear to be sick much they all got along with a few exceptions, much better than I expected the middle and latter part much like the

Monday December 15th

This day commenced with a gale of wind from the S.W. ship under whole sail steering to the S.W. by E. at 7 AM double reefed the main top sail at 9 AM and the reef out at 11 AM the S.W. wind latter part fresh gale. Lat 38.40 N Long 59.20 W

Tuesday December 16th

This day commenced with fresh gale of wind from the S.W. steering to the S.W. by E. at 10 AM took in main top sail at 2 PM but all the middle and latter part under whole sail the latter part forking out water from the main deck about 9 AM raised a fine bark, one sail in sight.

Lat 41.20 N Long 61.00 W

Wednesday December 17th

This day commenced with a moderate breeze from the S.W. ship under whole sail steering by the wind bearing S.E. at 11 AM S.E. at 12 took in ship heading to the S.W. latter part steering S.E. by E. wind from the S.W. one sail in sight. Lat 42.00 N Long 62.00 W

Remarks on board ship for the month of December

Monday December 11th  
 This day we commenced with a  
 fresh breeze from the S.W. at 10 AM  
 S.E. at 4 PM raised a sail here  
 the foremast staying to the S.W. with  
 wind variable, sails set, fish and  
 water.

Latitude 38° 50' N  
 Longitude 121° 00' W

Tuesday December 12th  
 This day we commenced with a  
 fresh breeze from the S.W. at 10 AM  
 S.E. at 4 PM raised a sail here  
 the foremast staying to the S.W. with  
 wind variable, sails set, fish and  
 water.

Latitude 38° 50' N  
 Longitude 121° 00' W

Wednesday December 13th  
 This day commenced with a light breeze  
 from the S.W. which caused the ship to  
 generally drift at 4 PM. Towed all four boats to  
 practice the manœuvres of sailing with  
 with my boat crew with the exception of  
 my first ship crew. The wind was  
 that he will commence a good course  
 middle part, and the foremast  
 the part much like the foremast of a  
 vessel.

Latitude 38° 50' N  
 Longitude 121° 00' W

Thursday December 14th  
 This day commenced with a moderate  
 breeze from the S.W. at 10 AM  
 S.E. the carpenter's workshop making  
 a mainmast outmast, saw cut turtle and  
 a piece of the keel. At 11 AM got along  
 not together a fair, I think the ship is well  
 for a voyage, with the foremast like the  
 foremast of a ship. At 4 PM the  
 foremast, with the foremast light set  
 at 4 PM.

at 4 PM the foremast was set up



San Francisco to Cape Horn Dec 13/62

Thursday December 13/62

This boat was blown away with a gale from Cape Horn. This was a small boat with a crew of 10 men and a pilot. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay.

Friday December 14/62  
This boat was blown away with a gale from Cape Horn. This was a small boat with a crew of 10 men and a pilot. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay.

Saturday December 20th/62

This boat was blown away with a gale from Cape Horn. This was a small boat with a crew of 10 men and a pilot. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay.

Sunday December 21st/62

This day commenced with a gale from Cape Horn. This was a small boat with a crew of 10 men and a pilot. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay. It was blown away from the coast and drifted to the eastward. At 10 o'clock it was seen in the middle of the bay.

a suspicion that it is right

Remains on board Ship Governor Drou, Capt. Stables

Monday December 20th 1788

This day commenced squall, all sail set, the wind about E. S. E. on sail in sight, employed the latter part setting up some of the board gear. latter moderate.

Lat 40 N  
Long 117 W

This day commenced with a strong breeze from the Eastward, under whose stress steering S. E. wind E. S. E. at first southerly in middle part, pleasant, toward the evening latter part strong breeze, Lat 40 N Long 117 W

Tuesday December 21st 1788

This day commenced with a strong breeze from E. S. E. steering S. E. wind E. S. E. at first southerly in middle part, pleasant, toward the evening latter part strong breeze, Lat 40 N Long 117 W

Wednesday December 22nd 1788

This day commenced with a strong breeze from E. S. E. steering S. E. wind E. S. E. at first southerly in middle part, pleasant, toward the evening latter part strong breeze, Lat 40 N Long 117 W

saw a ship at 11 AM  
and the night

Winds NE

steering and the morning found in contained two casks a dolls head, a Bible and a Book called letters to a young man, the all go along with us together so far.

Lat 40 N  
Long 117 W

Friday December 23rd 1788

This day commenced with a fresh breeze from the S. E. steering S. E. wind E. S. E. at first southerly in middle and latter part moderate S. E. Lat 40 N Long 117 W

Monday December 27/62  
Saluda Dec 27/62

The wind from the north with a moderate breeze all sail set during the night the sea was calm the fog cleared away at 10 o'clock the sun shined brightly until 4 o'clock when it was obscured by a heavy fog the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to

at a few hours from the light the fog cleared away and the ship was enabled to proceed the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to the windward side of the island the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to

Tuesday December 28/62

This day commenced with a moderate breeze from the N.E. all sail set during the night the sea was calm the fog cleared away at 10 o'clock the sun shined brightly until 4 o'clock when it was obscured by a heavy fog the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to

Latitude 25 25  
Longitude 25 25

Wednesday December 29/62

This day commenced with a moderate breeze from the N.E. all sail set during the night the sea was calm the fog cleared away at 10 o'clock the sun shined brightly until 4 o'clock when it was obscured by a heavy fog the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to

Thursday December 30/62

This day commenced with a light breeze from the N.E. all sail set during the night the sea was calm the fog cleared away at 10 o'clock the sun shined brightly until 4 o'clock when it was obscured by a heavy fog the wind freshened to a gale at 8 o'clock and the ship was obliged to lay to

Remarks on the ship's position at 10 AM 24th

Longitude 29 11 W

Latitude 31 57 S

At 10 AM the ship was in a position of Latitude 31 57 South Longitude 29 11 West. The wind was light and variable, the sea was smooth. The sun was visible at 10 AM.

At 11 AM the ship was in a position of Latitude 31 57 South Longitude 29 11 West. The wind was light and variable, the sea was smooth. The sun was visible at 11 AM.

At 12 PM the ship was in a position of Latitude 31 57 South Longitude 29 11 West. The wind was light and variable, the sea was smooth. The sun was visible at 12 PM.



Monday, January 10th 1863  
The day was very calm with a light breeze from the  
west, the sun shined brightly from 10 o'clock  
till 4 o'clock, the wind shifted to the east at  
5 o'clock, and the sea was very smooth.  
I went ashore at 11 o'clock and  
collected 39, 19 birds.

Tuesday, January 11th 1863  
The day was very calm with a light breeze from the  
west, the sun shined brightly from 10 o'clock  
till 4 o'clock, the wind shifted to the east at  
5 o'clock, and the sea was very smooth.  
I went ashore at 11 o'clock and  
collected 39, 19 birds.

Wednesday, January 12th 1863  
The day was very calm with a light breeze from the  
west, the sun shined brightly from 10 o'clock  
till 4 o'clock, the wind shifted to the east at  
5 o'clock, and the sea was very smooth.  
I went ashore at 11 o'clock and  
collected 39, 19 birds.

Thursday, January 13th 1863  
The day was very calm with a light breeze from the  
west, the sun shined brightly from 10 o'clock  
till 4 o'clock, the wind shifted to the east at  
5 o'clock, and the sea was very smooth.  
I went ashore at 11 o'clock and  
collected 39, 19 birds.

Friday, January 14th 1863  
The day was very calm with a light breeze from the  
west, the sun shined brightly from 10 o'clock  
till 4 o'clock, the wind shifted to the east at  
5 o'clock, and the sea was very smooth.  
I went ashore at 11 o'clock and  
collected 39, 19 birds.

very good weather

Remarks on board Ship Geo Group Capt A. H. ...

Sunday January 11th / 63

this day commenced with a moderate breeze from the Eastward, all sail set ...

Longitude 97 17 W

Monday January 12th / 63

this day commenced with a light breeze from the N. N. E. ...

Latitude 29 46 South Longitude 98 00 W

Tuesday January 13th / 63 commenced with a light breeze from the N. N. E. ...

Longitude 99 10 W

Wednesday January 14th / 63

this day commenced with a moderate breeze from the N. N. E. ...

24 90

Thursday January 15th / 63

this twenty four hours commenced with a moderate breeze from the N. E. ...

Longitude 42 59 W

Friday January 16th / 63

commenced light wind from the S. E. heading from ...

Vertical text on the left margin: Saw sails in at 11 AM ...

... to ... ..  
... ..

... ..

... ..  
... ..

... ..

... ..  
... ..  
Latitude 2720 South  
Longitude 4800 West

... ..  
... ..  
... ..  
Latitude 4709 North

... ..

... ..  
... ..  
... ..  
Latitude 3439 S  
Longitude 4831 West

Sunday January 20th 1863

This day commenced with a fresh breeze from  
the Northward, and had to work in the rigging  
and sailing over the water to the ... ..  
... ..  
... ..  
Latitude 3800 South  
Longitude 4800 West

Remarks on board Ship Geo Group Cape Ad.

Wednesday January 21st/63

This to be commenced with a strong breeze  
SSE heading about 10. A light wind  
turned the tops out of the ice caps. middle  
light wind 1. at 1.16 at 1.30  
fresh snow at 1.30 at 1.30  
The Ship Splendid of E.  
Cape H. ashore in S.  
charge of the Force of  
ship made the Spe

Latitude 95° 00' South  
Longitude 49° 53' West

Thursday

These twenty four hours commenced with a fresh  
breeze from the S. at 1.30 at 1.30  
steering to the S. 4. 1/2. at 2.30 at 1.30  
heavy snow of rain latter 1.30 at 1.30

Latitude 95° 00' South  
Longitude 49° 53' West  
January 22nd/63  
Latitude 95° 00' South  
Longitude 49° 53' West

Friday January 23rd/63

These twenty four hours commenced with light  
gale the S. E. all sail set at 8. 1/2. caught  
South at 5. long bare back in the ice  
and double reefed the topsails. at 7. 1/2.  
The S. S. S. sail boom at 9. at 1.30  
latter 1.30 moderate breeze Latitude 97° 08' South

Longitude 50° 40' West

Saturday January 24th/63

These twenty four hours commenced with  
mist in the morning at 7. 1/2. at 1.30  
at 1.30. This until 1.30 at 1.30  
at 1.30. Part strong breeze and very rough

Latitude 97° 15' South

Longitude 50° 41' West

Sunday January 25th/63

These twenty four hours commenced with  
a strong breeze from the S. E. at 1.30  
at 1.30. This until 1.30 at 1.30  
at 1.30. Part strong breeze and very rough

Latitude 97° 15' South  
Longitude 50° 41' West

U/S

at 1.30 at 1.30  
Saw lots of South  
at 1.30 at 1.30  
at 1.30 at 1.30

at 1.30 at 1.30  
at 1.30 at 1.30  
at 1.30 at 1.30  
at 1.30 at 1.30

from Cape Horn New Bedford to Cape Horn

Monday January 26th/63

these twenty four hours commenced with a strong breeze from the S.W. heading to the S.E. under reefed topsails, middlemast light Sea 4025 South Longitude 54 31

Tuesday January 27th/63

these twenty four hours commenced with a moderate breeze from the S.W. all sail set steering S.W. at 5.54 under in some light sail, fresh breeze, middlemast light Sea 4025 South Longitude 54 31

Wednesday January 28th/63

these twenty four hours commenced with a strong breeze from the S.W. heading to the S.W. at 5.41 all set whole topsails & mastsails, heading to the S.W. Westward. Latitude 4205 South Longitude 54 49

Thursday January 29th/63

these twenty four hours commenced with a fresh breeze from the S.W. heading to the N.W. employed in ship duty at 1.30, 8.16 we ship and hauled to the S.W. at 1 we set the mainsail reefed the topsails, latter part strong gale S.W. ship under two close reefed topsails, Sea 4025 South Longitude 52 25

Friday January 30th/63

this day commenced with a strong gale from the S.W. ship under two reefed topsails heading to the S.E. at 1.15 we caught a number of Gormies at 6 took the rest of the forenoon and set a close reefed topsails, at 5.40 we made sail latter part moderate, Latitude 44.45 South Longitude 53 17

at 5.11.11 said school of ships

Remembrance of Ship Geo S. of Capt. Ash Geo S. Brown

Saturday January 21st/63

these twenty four hours commenced with a fresh breeze from the Westward heading to the S.W. at 4 1/2 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

Sunday January 22nd/63

the twenty four hours commenced with a light breeze from the S.W. at 10 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

Monday January 23rd/63

these twenty four hours commenced with a strong breeze from the S.E. steering N.W. at 4 1/2 we shot out a whale at 11 1/2 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

Tuesday February 3rd/63

these twenty four hours commenced with a moderate breeze from the Southward steering S.W. at 4 1/2 we shot out a whale at 11 1/2 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

Wednesday February 4th/63

these twenty four hours commenced with a moderate breeze from the N.W. at 4 1/2 we shot out a whale at 11 1/2 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

Latitude 48 22 South  
Longitude 62 21 West

at 10 1/2 we saw a Sintered Whale the lower part of an whale catch but the Captain says he should expect to get a whole in the course of two days with all our sail set to the wind we have not seen S.E. yet

at 5 P.M. of Staten Land, near Cape Horn, & night, for King for corn, but the wind was fresh.

New Bedford to Cape Horn, February, on the 45<sup>th</sup> ground with a rising wind

Thursday February 5<sup>th</sup> / 63

These twenty four hours commenced with a moderate breeze from the N. all sail set steering S. by E. by the middle and latter part wind about S. by W. latter part strong, took in the light sails, employed the latter part braking out water and looking for corn, but did not find it. Latitude 54<sup>th</sup> 45'

Longitude 62 31 West

Friday February 6<sup>th</sup> / 63

These twenty four hours commenced with a thrashing breeze from the N. by W. under whole topsails after rain subsided employed the same part braking out ship & store. at 6 P.M. under ship after wearing sailing from S. wind from the S. by E. at 8 P.M. took in main sail & jib the ship being under way at 10 P.M. under latter part light sailing S. by E. all sail set, & top mast studding sail, set at 11

Longitude 60 11 West

Saturday February 7<sup>th</sup> / 63

These twenty four hours commenced with a moderate breeze from the N. by W. all sail set steering S. by E. employed the same part braking out water and looking for corn, but did not find it. middle and latter part strong steering S. by E. at 4 P.M. used a large school of fin backs

Latitude 54 12 South

Longitude 63 04 West

Sunday February 8<sup>th</sup> / 63

This day commenced with a moderate breeze from the N. by W. all sail set steering to the S. by E. at 3 P.M. saw a small island. Under three points on the weather one at 5 P.M. doubtless the island Staten Land being on the weather beam about two miles distant (I should say) at 5 P.M. wind S. by E. ship heading S. by E. at 4 P.M. we stood in shore until 9 P.M. and saw a small island of shore at 10 P.M. the ground in plain sight at 11 P.M. late part of the day took in jib and main sail

Latitude 55 34 South

Longitude 64 30 West

Remarks on board Ship, Fox Group Capt. Ashley S. D. Fox

Monday February 9th/63

These twenty four hours commenced with a gale of wind from the S.W. ship under three double reefed topsails & foresail heading to the S.W. at 11 AM set the mainsail at 11 the jib, middle & latter part moderate with squalls latter set single reefed topsails Latitude 56 52 South Longitude 65 02 West

Tuesday February 10th/63

These twenty four hours commenced a strong breeze from the S.W. ship under the wind set about 4 AM ship under single reefed topsails at 11 AM double reefed the topsails and set the jib & jib, at 1 AM furled the foresail and set the fore topsail, middle part heading to the S.W. latter part heading to the S.W. Latitude 56 54 South Longitude 65 13 West

Wednesday February 11th/63

These twenty four hours commenced with a strong breeze from the S.W. ship under single reefed topsails & courses, at 4 AM laced ship and stood to the S.W. at 3 AM signalled a bark steering to the S.W. at 11 AM were and stood to the S.W. at 4 AM the S.W. headed S.W. & S. made all sail. we called the bark board, laced out to shelter we called part moderate gale from the S.W. ship under double reefed topsails & foresail heading about S.W. Latitude 57 11 S Longitude 65 15 West

Thursday February 12th/63

These twenty four hours commenced with a gale from the S.W. heading to the S.W. under reefed topsails and spinnaker, at three AM took in the spinnaker and set the jib and jib, the S.W. at 4 AM the wind very heavy, at 6 AM the wind blew violently and a very heavy sea running the wind blowing the sea water just above the sea like a moderate rain storm, at 11 there

a very heavy gale of wind, Sun a bark steering to the S.W. a high sea running



Cape Horn February

Thursday February 12th/63

was a moderate gale, but at 11:00 it commenced to blow it soon  
to me with renewed force, although others think it did not,  
for as I had charge of the middle watch I think I was the  
most competent judge, at 2 A.M. it commenced to  
moderate some and continued to moderate slowly  
until 9:30 when it moderated very far as to loose  
the fore and mizen topsail, latter part quite moderate

Lat 57° 50' S, Long 69 29 W

Friday February 13th/63

the day commenced with a moderate gale and heavy  
rainy squalls bearing to the S.W. wind about 11:00,  
ship under three close reefed topsails, simplified the  
fore part setting up the main topsail hump being  
finished about 4:15 P.M. and at 4:30 at the moment  
at 6 double reefed topsails at 4 took in the S.W.  
but it having been done the previous day, middle  
and latter part moderate, at 4 A.M. the wind  
came down the weatherboard at 6 wind S.E. at 9  
S.E. at top mast studding sail, wind soon came ahead  
took in the studding sail and hauled up the yard

Latitude 57.05

Longitude 65 15 W

Saturday February 14th/63

there being four hours commenced with a light breeze  
from the S.W. ship heading to the S.W. all sail set  
starting of the wind, at 11:00 covered a squall on the fore  
topsail, at 1:30 squall took in the light sail and head  
sailed square the topsails and double reefed them, at 2:30  
brought the reef out of the main topsails at 5 double  
reefed it again, at 7:00 ship and stood to the S.W.  
middle part steady, at steering N.E. wind S.W. at 7:00  
at 7:00 the ship having to under three close reefed  
topsails, at 11:30 took in fore and mizen topsails  
latter part fresh gale from the weatherboard heading to  
the S.W.

Latitude South

Longitude

at 4 P.M. took in the fore part, stove the fore part  
a heavy gale

at 4 P.M. took in the fore part

Fresh Gale wind

Remains on board the Ship, Geo. Thompson Capt. Ashel, S. S. B.

Sunday February 15th/63

These twenty four hours commenced with strong gale  
wind from the Westward. Ship under single sail  
& fore & main top Stencor at 2:29:30 it commen to  
moderate, at 4:11 reefed the main top sail at 11 set  
the fore top sail at 1:46 set Mizzen top sail at 2 set the  
foresail. latter part moderate with rain  
galutrial sea, latter part rainy. Latitude 57 56 S  
Longitude 65:42 W

Monday February 16th/63

These twenty four hours commenced with a  
breeze from the N.W. steering the wind middle of  
calm latter part light squalls the fore part backing  
backing out water. Latitude 56:22 South  
Longitude 66:11 W

Tuesday February 17th/63

These twenty four hours commenced with a light  
breeze from the N.W. steering the wind all  
day at 1:25 it took in flying jib. at 19:30  
in the fore part with rain squalls  
squalls. Latitude 54:15 S  
Longitude 68:29 W

Wednesday February 18th/63

These twenty four hours commenced with a  
frequent squalls at 4:06 double reefed the foresail  
& the lining to the fore top sail at 5:00 set down  
sail at 7:00 and set in the fore again. latter part  
fore part to the N.W. at 8:00 was ship steering  
N.W. at 2:00 ship under double reefed top sails  
at 2:40 called the Starboard watch to get in  
sail. at 4:00 under the fore top sails were  
foresail. at 4:00 the main sail at 10:00  
in & the fore & Mizzen top sail. latter part moderate  
gale from N.W. ship heading about S.W.

Lat 54:28 S  
Long 70:24 W

Cap Horn wind bound. February 19th/63. George DeBroman

Thursday February 19th/63

These twenty four hours commenced with a moderate gale from the N.W. heading about S.W. at 1 P.M. we were under full sail. at 5 had single reef. Main & Mizzen took up fore, crosses and jib. middle part fresh. latter part storm bore. main topgallant sail at 7. at 9 noon

Longitude 71.41 West

Friday February 20th/63

These twenty four hours commenced with a strong breeze from the N.W. steering by the wind with topgallant sail set. at 4.30 P.M. double reefed the topsails. at 10 close reefed Main top sail & foresail steering by the lead wing the N.W. heading by the lead in evening. at 6 we close reefed topsails & foresail. middle part wind S.W. & latter part moderate gale. Latitude 59.16 South

Longitude 74.13 South

Saturday February 21st/63

These twenty four hours commenced with a moderate gale from the N.W. heading about S.W. Ship under three close reefed topsails & foresail. at 10 had fore & Mizzen topsail. at 11 had hauled up the foresail at 4 set close reefed topsails & foresail at 9 reefed the Mainsail and turned one reef out of the Mainsail. at 8 P.M. raised a ship bound the same was as us it being the foresail we have seen since we made the land bound to the Westward. at 8 were ship and stood to the N.W. heading about N.W. wind from the S.W. latter part strong breeze and frequent squalls of snow. Lat 57.11 South

Longitude 75.21 West

Sunday February 22nd/63

This day commenced with a strong breeze from the S.W. steering by the wind on sail in sight (a Frenchman) but under close reef fore & Mizzen double reef Main foresail jib & reefed Mainsail. middle part squalls. latter part moderate breeze

Latitude 57.28 South. Longitude 75.49 West

Fresh gale of wind from the N.W.

Ship bound the same was as us it being the foresail we have seen since we made the land bound to the Westward.

Remarks on board Ship, Gov. Irwin, Capt. Ashby, G. S. Brown

Monday February 23<sup>rd</sup> / 63

this day commenced with a strong breeze from the N.W. ship under reefed topsails heading to the N.W. at 11 AM we ship and stood to the S.W. at 2 we saw a whale called in a sperm whale, saw her rise. at 4 ship under close reefed topsails and foresail at 7 took in for a breeze from middle part fresh gale. latter part strong breeze at 4 AM we ship and stood to the N.W. ship under double reefed topsails, course & jib, & at

Longitude 76 12 West

Tuesday February 24<sup>th</sup> / 63

this twenty four hours commenced with a strong breeze heading to the N.W. ship under whole main single reefed topsails, wind about to the South middle and at 11 AM the breeze in 15. latter part employed breaking out fish water, and sail in steering to the wind. Latitude 56 30 South

Longitude 76 06 West

Wednesday February 25<sup>th</sup> / 63

this twenty four hours commenced with a fresh breeze from the Westward steering by the wind main topsails set at 12 ship under double reefed topsails at 3 AM main sail & jib in and close reefed for topsail at 4 AM took in for topsails. latter part fresh gale from the N.W. ship heading about N.W. no observation

Thursday February 26<sup>th</sup> / 63

this day commenced with a moderate gale from the N.W. heading to the S.W. ship under close reefed main topsails & foresail at 3 AM the wind set a heavy swell running at 6 AM the main sail & jib topsails at 1 AM fresh breeze from the S.W. heading to the N.W. at 6 AM main topsails & jib topsails latter part strong breeze

Latitude 55 45 South

Longitude 77 35 West

Cap Horn February 23/63 with a head wind

Friday February 21/63

Then twenty four hours commenced with a strong  
breeze from the N.W. ship under reefed fore  
and Mizzen topsail and reeled them  
at 1:30 P.M. double reefed the main topsail, squally  
with hail & snow, at 10 turned one reef out, heading  
about N.W. at 1:30 P.M. for bit and hauled the  
fore and reefed the main topsail and hauled jib & main  
- one reef out, saw the continent at 12 ship under  
double reef main topsail & fore sail. Latitude 54° 20' South

Longitude 71° 28' West

Saturday February 26/63

Then twenty four hours commenced with a fresh gale  
from the N.W. ship under double reef main & Mizzen  
topsail. about 1:30 P.M. for reefed the main, and took  
in the Mizzen. at 4 it blew a head, at 1:30 P.M.  
was ship under reef to the S.W. at 3 had three  
reefs out, topsail at 4 turned the reef out of the  
fore and main topsails, at 9 put them in again  
at 11 turned the reef out of the main topsail  
batter part quite moderate. Latitude 59° 00' S

Longitude 71° 29' W

Sunday March 1/63

Then twenty four hours commenced with a  
moderate breeze from the N.W. ship under reefed  
fore and Mizzen topsail heading to the S.W.  
at 3 P.M. commenced to rain, about 4 called all  
hands to take in sail, put the ship under a  
reef of main topsail & fore & main spinnaker, at 10  
increased ship heading to N.W. (ship's course) at 10 saw  
the continent at 3:30 P.M. reefed and reefed the Mizzen topsail  
& fore sail and set them, at 5 set the main sail & the  
jib, at 12 had single reefed topsail ship heading  
about N.W. batter part strong breeze so ended the  
twenty four hours

Latitude 59° 25' South

Longitude 71° 30' West

Cap Horn my cable to night. the one that I saw  
- gave me and found it to be as good as ever

One set in eight found  
struck a branch but lost him  
sawre bath a che for the first time the 5th

the

Remarkson board Ship Gordon Capt. E. R. Ashby Geo. I. Bowman

March Monday 1/63

these twenty four hours commenced with strong breeze from the Westward and N.W. heading from N.W. at 7 at 6.15 had all three topgallant sails set it being the first time for a long time at 7 took in the fore and Mizzen, at about 9 took in Main topgallant sail, at 10 took up the 1 aboard waist and double reefed the fore & main topsails, at about 11 a squall in the Starboard waist kept down at the mast in a kind of a gale at 8 double reefed the Main topsail at 12 took in the jib, a very strong breeze with frequent squalls carrying sail pretty hard the latter part, so ends this day, Latitude 34° 10' S Longitude 177° 20' W

one sail in sight bound to the East

March Tuesday 2/63

these twenty four hours commenced with a very strong breeze from the Westward ship heading from N.W. at 11 ship under double reef topsails & courses, at 11 set the jib, at 12 took up the fore & Mizzen topsails, at 2 took in the fore and Mizzen topsails, at 3 took in the fore and Mizzen topsails, at 3.30 set single reef main and all topgallant sails latter part had about all sail set strong breeze from the S.W. so ends Latitude 44° 10' South Longitude 174° 10' W

March Wednesday 4/63

these twenty four hours commenced with fresh breeze from the S.W. steering N.W. at 11 set the fore & Mizzen topsails, at 11.30 set the Main topsail it being the first time since sighting Staten Land middle part light latter part calm, at 11 the latter part repairing the fore topsail Lat 44° 20' S Longitude 176° 20' W

March Thursday 5/63

commenced with a calm, middle part light latter part moderate breeze repairing the fore topsail, at 11 the latter part, Lat 44° 15' S Longitude 178° 17' W

fair wind

at Horn to Mocha (coast of Chile). March 6th/63

March Friday 6th/63

These twenty four hours commenced with a fresh breeze from about N by E, steering S by E. wind heading S by W. at 6 P.M. put the Breeze on the cranes. at 11.30 had all the fore and main topsails in and stowed the Mizzen topsail at 12.30. D. H. raised the fore sail, at 6.30 am the fore part of the fore topsail. middle and latter part clearing S by W. the latter part strong breeze from N by E. Lat at 4.40 out South Long 77.20 W

March Saturday 7th/63

These twenty four hours commenced with a strong breeze from about N by E, steering S by E. Ship under whole topsails. during the fore part at the fore and main topsails. middle and latter part light breeze. at 6.15 am the fore and main topsails raised ship up heading S by E. Lat at 4.15 out South Longitude 76.00

March Sunday 8th/63

These twenty four hours commenced with a moderate breeze from the N by E, all sail set steering South. employed the fore part - backing out water, middle and latter part - fresh breeze (S. by E line) Lat at 6.30 lowered after black fish. each boat caught one but lost one in taking them in on deck. Lat Long

Monday March 9th/63

These twenty four hours commenced with a fresh breeze from the N by E, at 12.30 took in fore & Mizzen topsails, steering S by E. employed clearing away Black Fish. at 4 wind about South. at 4.40 left to 1. the wind at 7.15 fresh breeze of again about 7 raised sound "Mocha latter part moderate 78.00

79.25

at 6 P.M. put the Breeze on the cranes

at 6.30 am the fore and main topsails raised

Remarks on board the Ship, *Estimable* *San Jose* Group, from  
Tuesday March 10th/63

commenced with a strong breeze, at 1 P.M. bent the  
Port chain and put the anchor of the rail  
about 3 the Starboard beam came astern, at night  
brought of two boatsload of Potatoes, (75 bushels)  
middle part moderate spring of and on Noche. at 6 P.M.  
strong breeze from S.E. about 8 the Governor of the  
island came on board and bailed some, and among  
the articles he purchased was the old Iron Boat, it cost  
\$40 and I would not give 1/10 of it for it, about 10 and some  
to load of Potatoes, it being rather bad looking on account  
of the holes on the side, consequently we got rid  
of them, at 9 sailed the good *San Jose* Island.  
during the latter part the *San Jose* *Merlin* came here  
after Potatoes, the *Merlin* has been absent 32 months  
with ~~1500~~ 1500 \$ per ann. bound home soon,

Wednesday March 11th/63

commenced with strong breeze, completed setting of  
Potatoes ship under reefed good *San Jose* Island about  
3 P.M. Cape *San Jose* can on board from the *San Jose*  
about 6 the boats all being on board kept up in  
company with the *San Jose* *Merlin* steering West  
at 10 set Main top sail, at about 4 set the good  
old Iron Boat ashore for good, (sold it) middle  
and latter part strong breeze from the northward  
at 6 P.M. stowed down the chain at ~~1/2~~ latitude South  
lacked the *San Jose* anchor Longitude 47

Thursday March 12th/63

strong breeze from the S.E. steering N.W. ship under  
sailed good *San Jose* Island & set S.E. sail set middle  
and latter part moderate, at 9 raised the *San Jose*  
of Juan Fernandez, at 9:30 set *San Jose* with the  
*San Jose* *Merlin* Latitude  
Longitude



17  
Isla de Juan Fernandez. George & Brownian. Three M. at 10

Friday March 13th / 63

commenced with a light breeze from the South  
steering in for the Island of Juan Fernandez  
at 4:15 the Mast was lowered and went in fishing  
about 4:30 the Starboard Mast was raised in ashore  
the Captain & his wife went on shore a short time, they  
brought of from the Island about one bushel of quinces  
the main crop, production of the Island is Peaches and  
Quinces as the pine grow wild in abundance  
and more especially the peaches, there is also thousands  
of wild Goats and lots of Horses & Donkeys, this island  
also affords most excellent Fishing, there was but three  
men & two women, one of the men having catched  
you in fishing the rest of them of some one of  
our men also deserted here, (the latter) about 6  
squared the yards clearing the all sail set, middle  
and latter part light weather during the evening

of Juan Fernandez  
and Juan Fernandez

Latitude 21° 15' South  
Longitude 74° 58' West

Saturday March 14th / 63

there being four hours commencing with a light  
breeze from the S.E. during the fore part of the  
middle and latter part of the middle and  
latter part - much of the fore part was spent  
the fore latter part repairing the flying jib

Latitude 20° 55' South  
Longitude 74° 25' West

Sunday March 15th / 63

the day commenced with a light breeze from the  
S.E. all sail set, studding sail in fore  
middle and latter part gale breeze from the E.S.E.

Latitude 19° 45' South  
Longitude 74° 15' West

Monday March 16th / 63

commenced with a fresh breeze from the S.E. all sail  
clearing at 11 AM. middle and latter part gale  
and the latter part taking out fore provisions and  
sailing on. Lat 16° 00' S Long 73° 30' W

Remarks on board the Ship Geo Group Capt ER Ashley from 1863

Tuesday March 17th/63

commenced with a fresh breeze from the S.E. ...  
set standing to the S.W. employed the fore part ...  
provisions and coopers in the latter part ...  
on deck.

Latitude 29° 45' South

Longitude 89° 05' West

Wednesday March 18th/63

made at base from the S.E. ...  
to the S.W. employed the fore part ...  
Meat and coopers in all hands on deck the fore  
part middle and latter part - light. Lat 29° 05'

Long 86° 01'

Thursday March 19th/63

made at base from the S.E. ...  
to the S.W. employed the fore part ...  
Meat and coopers in all hands on deck the fore  
part middle and latter part - light. Lat 29° 05'

Longitude 87° 55'

Friday March 20th/63

employed the fore part repairing the mainmast  
at 10 AM sent it moderate breeze all sail  
standing to the S.W. wind E.S.E. middle and latter  
part moderate. latter part employed repairing  
the fore sail at 10.20 AM raised a beach

Latitude South

Longitude West

Saturday March 21st/63

commenced light from E.S.E. ...  
during the fore part employed the fore part repairing  
the present at 5.16 AM sent it at 4.30 sent down  
it mainmast and at a piece in it, and  
in quiet middle and latter part fresh breeze ...  
as near the mainmast and repaired it

Latitude 17° 58' South

Long 79° 14'

Saw a Seal - 11 - night - found till - windward  
M. Ag. Char. (blue) (small)

Saw the first of the ...  
in a double ...

... to the Sandwich Islands, George I. Bowen

Sunday March 22d / 63

commenced with a fresh breeze from the ESE all sail  
set steering S 1/2 W. employed the fore part in raising the Mizzen  
topmast at 5 AM but in middle and latter part fresh breeze

Latitude South  
Longitude West

Monday March 23d / 63

commenced with a fresh breeze from the ESE all sail  
set steering S 1/2 W. employed the fore part in raising the Mizzen  
topmast in middle and latter part fresh breeze

Latitude South  
Longitude West

Tuesday March 24th

the fore part commenced with a fresh breeze from  
the SE all sail set employed the fore part in raising the Mizzen  
topmast at hands on deck during the latter part  
of the day.

Latitude South  
Longitude East

Wednesday March 25th / 63

commenced moderate steering to the S 1/2 W wind  
about 6 AM the fore part employed in the rigging  
with fore employed in the rigging (made  
during new lanyards.)

Latitude South  
Longitude West

Thursday March 26th / 63

commenced fresh steering S 1/2 W wind about 6 AM  
employed the fore part setting up the main  
rigging (made new knots in the upper part)  
at hands on deck the fore part with fore much  
like the fore part. Latitude South  
broke out water

Latitude South

Friday March 27th / 63

fresh breeze from about East steering S 1/2 W  
1/2 N. employed in the rigging the fore part  
watch making repairs in middle and  
fore moderate with frequent squalls of rain  
so ends this turning four hours

Latitude South  
Longitude West

Log book of the Magellan clouds  
to March 29

Remarks on board Ship Gov Arceuth Capt. Ashley

Saturday March 28/63

Two hours commencing with a moderate breeze from the ESE. all sail set steering N.W. by N. middle and latter part steering N.W. by W. employed in the rigging

Latitude South  
Longitude West

Sunday March 29th/63

commenced with a light breeze all sail set steering N.W. wind about East. employed in the rigging. middle and latter part much like the fore part. Latitude South

Longitude West

Monday March 30th/63

commenced light from the Eastward all sail set steering N.W. employed in the rigging the latter part setting down middle and latter part much like the fore part. Latitude South

Longitude West

Tuesday March 31st/63

commenced with a light breeze from the S.E. all sail set steering N.W. employed in the rigging (partly down middle and latter part much like the fore part. Latitude North Longitude West

Wednesday April 1st/63

commenced light from S.E. steering N.W. all sail set in the rigging. middle and latter part sailing employed the latter part baling out Flour & Water Latitude North

Longitude West

Thursday April 2nd/63

light wind from the Southward steering N.W. employed the fore part setting up the fore mast & setting down the mizen rigging. middle and latter part much like the fore part. all hands on deck the fore part

Latitude South  
Longitude West

caught an albatross at 11 o'clock  
It was very fat and its wings were

from Juan Fernandez to the Sandwich Islands. G. I. Brown

Friday April 3rd / 63

commenced light from the S.E. steering N.W. all sail set. employed the fore part picking the union line and working in the rigging. all hands on deck the fore part at 4 P.M. heavy swell running. middle and latter part squally with much rain

Saturday April 4th / 63

then seven or eight hours commenced with a calm and a shower of rain. middle and latter part much like the fore part

Latitude North Longitude West

Sunday April 5th / 63

commenced with a light air from the N.E. all sail set steering N.W. at 7 A.M. fresh breeze with rain from N.W. & E. at studding sails down. latter part light

Latitude North Longitude West

Monday April 6th / 63

commenced light and pleasant all sail set steering N.W. middle and latter part steering N.W. with much rain and some Thunder & lightning

Latitude North Longitude West

Tuesday April 7th / 63

then twenty four hours commenced with a light air from the N.E. all sail set steering N.W. middle and latter part wind about E. at 11 A.M. sent up the one of the topmasts studding sails forward

Latitude North Longitude West

Wednesday April 8th / 63

commenced with a moderate breeze from the Eastward all sail set steering N.W. middle and latter part steering N.W. by N. middle and latter part much like the fore part

Latitude North Longitude West

Matched in the afternoon saw the salt star tonight for the first time since crossing the line

Remarks on board Ship Geo Group Cape E. B. A. Steley, 34

Thursday April 9<sup>th</sup> / 63

these twenty four hours commenced with moderate breeze from E. and squally. at 6 P.M. wind about E. and employed the fore part overhauling the fore part sail beyond blocks. middle and latter part like the fore part. Latitude North  
the latter part lapping water Longitude West

Friday April 10<sup>th</sup> / 63

commenced moderate. at 9 A.M. breeze from S.W. fresh. employed overhauling the blocks and stowing them over. Latitude North

Longitude West

Saturday April 11<sup>th</sup> / 63

these twenty four hours commenced with a fresh breeze from the N.E. steering N.W. middle and latter part steering N.W. and a fresh breeze from N.W. Latitude North

Longitude West

Sunday April 12<sup>th</sup> / 63

these twenty four hours commenced with a breeze from the N.W. steering N.W. middle and latter part much like the fore part. Latitude North  
Longitude West

Monday April 13<sup>th</sup> / 63

these twenty four hours commenced with a strong breeze from the N. at 2 P.M. raised a fore back. at 3 squared in the yards. at 1 P.M. wind N.E. middle and latter part much like the fore part. Latitude North

Longitude West

Tuesday April 14<sup>th</sup> / 63

commenced fresh wind N.E. all sail set steering N.W. employed in the rigging. middle and latter part much like the fore part. Latitude North

Longitude West

Wednesday April 15<sup>th</sup> / 63

commenced fresh from the N.E. all sail set steering N.W. middle and latter part much like the fore part. Latitude North  
Longitude West

some crew, topsails, masts and  
the fore part of the mace.

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From Fernandez to Hilo, Sandwich Islands

Thursday April 16th / 63

These twenty four hours commenced with a breeze from the N.E. all sail set steering N. by E. 1/2 N. middle and latter part rather squally. During the middle part took in regular studding sails at day light - set them again

Latitude North

Longitude West

Friday 17th / 63

commenced fresh wind about N.W.E. steering N. by E. 1/2 N. middle and latter part more moderate employed in ship's duty. so and so

Latitude North

Longitude West

Saturday April 18th / 63

These twenty four hours commenced moderate with a wind from the N.E. all sail set steering N. by E. 1/2 N. middle and latter part fresh breeze. Latitude North

Longitude West

Sunday April 19th / 63

These twenty four hours commenced with a fresh breeze from the N.E. all sail set steering N. by E. 1/2 N. at 7:50 strong breeze took in regular studding sails at 5:40. set them again middle and latter part much alike. so and so these twenty four hours. Latitude North

Longitude West

Monday April 20th / 63

commenced with a fresh breeze from the N.E. or N.W. by N.E. all sail set steering N. by E. at 3:30 saw a small land to the W. by N. were ship and stood of shore at 7 - stood in, employed the latter part heaving the cables and put the anchor of the bow. (36 hours this day) at 8:30 took in the Pilot's came to anchor about 3 P.M. came to anchor in 4 1/2 fathoms, full 200 fathoms, the Captain went ashore and when the boat came back to our disposition - found we found there was not a Navy of a letter there for us, the Ship Mount - Walston sailed the Friday previous to our coming. here

Remarks on board Ship Gov Group. Capt Ashby

Tuesday April 21<sup>st</sup> / 63

This day commenced raining, employed getting  
ashore, all day. So by the Ship Brunswick sailed  
with 40 barrels of Steam having seen Whales three times  
since leaving home

Wednesday April 22<sup>nd</sup> / 63

commenced raining ~~rainy~~ <sup>and</sup> then a shower and  
then rain again, and then a lull and then rain  
and rain. During the fore part carried 6 pipes of  
ashore, and stored it all again. at 6 PM I brought  
of a raft of water and took it on board

Thursday April 23<sup>rd</sup> / 63

This day rain as usual, employed in getting  
rafts of water and stowing her down. We have been  
some characters to fill it and bring it through the  
reef for us. Although there has been no danger in  
going through there since we have been lying here  
but when the birds blow down strong there is a  
heavy paper across the River, on the 22<sup>nd</sup> I sent  
an Carpenter down to Washoe to go in the "Kasfille"  
he was a very sick man, and raised blood all the  
time. So by the Starboard watch went on liberty

Friday April 24<sup>th</sup> / 63

This day commenced with a fine breeze on  
shore, employed during the fore morning stowing  
down water. the Starboard watch on shore  
liberty, the watch on board employed in stow  
day. at 5 sent the Cooks gally ashore.

Saturday April 25<sup>th</sup> / 63

This day commenced with a strong sea  
breeze, employed driving of the A after noon  
and between decks. the Starboard watch  
ashore on liberty after dinner, at 4 PM  
we were all ready for sea, but it being not  
we did not get underway



Hilo I. I. April 21st / 63. Honolulu I. I. April 29th  
Civil time Sunday April 26th / 63  
commenced raining at 10 AM the Starboard watch went on  
liberty. In day I attended watch. This day I shall make  
it but 12 hours long. Civil time

Nautical time Monday April 27  
commenced light the Starboard watch went on liberty  
at 7 PM four Hawaiians came on board which had  
dip 10 in the ship and shortly after a boat came  
up under way about 9 the air being very light. all  
hands on deck until 3 AM when the Starboard  
watch went below and stayed until 4.15. and then  
the starboard watch went below. Latter part light  
trails steering to the N. W. with studding sail set  
at 8 PM all the watch came on board

Tuesday April 28th / 63  
commenced very light all sail set steering about N. W. the  
Hovee in sight at 7 PM was calm. Latter part  
fresh breeze.

Wednesday April 29th / 63  
commenced fresh from the N. E. steering along to  
the leeward of Hovee. at 4 AM strong breeze at 6.30 double  
reefed the topsails at 11.30 made Waikoo run down to  
Dimon head and left to of shore at 1 AM the  
starboard boat went on shore to see the Captain  
about 10 the boat came of shore bringing the letters  
and papers. I received 6 letters and the packa-  
ges of Papers. and sent 9 letters eight to the states  
latter part strong breeze.

Thursday April 30th / 63  
commenced strong fresh under reefed topsails about  
2 the boat came from the shore with a man going  
which took passage up to the Ochoa with us  
at 6 the Captain came and a Mr Cranston made  
all sail and stood to sea steering N. W. middle  
and latter part much like the fore part.

at and on a  
Honolulu I. I.

Remarks on board Bark Geo. Trause Cape York Bay,

May 1st / 63

commenced with a strong breeze from the N.E., all sail set steering N by S. middle part much like the fore part latter part more moderate with a heavy swell run employed the fore part brooking the rest of the chains and starting the shekel and putting in wooden pins instead of iron ones

Latitude  
Longitude

Saturday May 2nd / 63

commenced moderate the ship rolling very had on account of the swell. employed in making our room larger, and making a new sail room. middle and latter part much like the fore part at 7 AM hoisted the tarboard up and got her read to be painted. Mr. Bramble got another boat.

Latitude  
Longitude

Sunday May 3rd / 63

commenced with a fresh breeze from the E. by S. all sail set steering N by S. employed weighing over the potatoes from the pen on deck. middle and latter part much like the fore part.

Latitude  
Longitude

Monday May 4th / 63

commenced with a fresh breeze from the N.E. all sail set steering N by S. sludding sails low and aloft middle and latter part much like the fore part turned the waist boat over this morning and got her ready for painting.

Latitude  
Longitude

Tuesday May 5th / 63

commenced fresh from the N.E. all sail set steering N by S. employed making boatsails. middle and latter part much like the fore part.

Latitude  
Longitude

From Sandwich Islands to the Celestic Sea, May 1863

Wednesday, May 6th

commenced with a fresh breeze from the N.E.  
 employed in ship duty and making boatsails.  
 steering N by N middle and latter part much like  
 the fore part. Cross the Meridian during these twenty-  
 four hours consequently we are obliged to put the time  
 one day head

Latitude North  
 Longitude

Thursday, May 7th

these twenty four hours commenced with a fresh  
 breeze from the N.E. all sail set steering West. the  
 middle and latter part much like the fore part  
 employed in making boat sails.

Latitude N  
 Longitude E

Friday, May 8th

commenced with a fresh breeze from the N.E. eastward  
 steering West. all sail set studdingsails lower aloft  
 middle and latter part strong breeze. at 10.30 AM  
 away the topmast studdingsail boom yard work in the  
 studdingsails flying jib and Mizzen topgallant sail

Latitude N  
 Longitude East

Sunda  
 Monday, May 10th

commenced with a <sup>strong</sup> fresh breeze. at 1 PM double reefed the  
 Mizzen topsail. middle and latter part much like the  
 fore part. steering W by N 1/2 N. S. S. S. S. N. S. S. S. S. S.

Latitude North  
 Longitude East

Tuesday, May 11th

commenced with a strong breeze from the N.E.  
 steering N by N flying jib in and Mizzen topsail  
 double reefed. at 8 AM took in fore topgallant sail  
 at 2 AM more moderate at 5 AM all sail set  
 at 1 PM topmast and topgallant studdingsails. middle  
 and latter part fresh

Latitude N  
 Longitude E

Remarks on board Ship, Good Group Capt Ashley.

Tuesday May 12<sup>th</sup> / 63

these twenty four hours commenced with a fresh breeze from the N.E. all sail set steering N.W. employed the fore part. haking out main and working on the boats. middle and latter part moderate breeze from about E. S. E. at

Wednesday May 13<sup>th</sup> / 63

these twenty four hours commenced with a moderate breeze from about E. S. E. all sail set steering N.W. at 10.16 hauled up the fore chain (one sheet) and started the sheet, middle and latter part much like the fore part.

Thursday May 14<sup>th</sup> / 63

these twenty four hours commenced with a moderate breeze from the Eastward. all sail set steering to the N. W. middle and latter part much like the fore part.

Friday May 15<sup>th</sup> / 63

commenced raining. steering to the N. E. W. all sail set during the fore part wind from the N. E. W. heading to the N. E. at 6.16 calm. at 8 sent down the main topsail and bent a new hemp one. employed the latter fore part the old main topsail.

Saturday May 16<sup>th</sup> / 63

commenced with a moderate breeze from S. E. W. steering N. W. at 10.16 set the studding employed the fore part repairing the old topsail. at 4.16 sent down the fore topsail and bent the old main topsail. at 4.30 fell the main came out from the mast with rain. at 12 M. shot a slow rope fore and main and shall remain and could see no observation

Portuguese man-of-war  
a byundance  
man-of-war in abundance, Paper and Glass

from the Sandwich Islands to the Choleff Sea. S. I. B.

Sunday May 17th/68

commenced with a moderate gale from  
heaving to the N. E. W. ship under close reef fore and  
main double reef, main and courses, at 3 A.M. were  
ship heading to the S. E. at 7 had topgallant sail  
at 10 the foremast topgallant sail. Latitude 18  
Longitude E

Monday May 18th/68

commenced with a fresh breeze from the Westward steering  
N. W. all sail set at 3 P.M. raised white water  
middle part thick and heavy latter part lighter  
breeze from the latter part of day. Latitude 18  
Longitude E

Tuesday May 19th/68

commenced with a calm. employed fore part  
repairing the fore topgallant sail. middle part light  
breeze latter part moderate breeze from the N. E. W.  
and gale employed in ship daub. Latitude 18  
Longitude E

Wednesday May 20th/68

commenced moderate all sail set steering  
N. W. wind about W. by S. middle part rain  
and thick fog. at 4 A.M. set topmast shudding sail. at  
6.30 strong breeze from about South. and rainy. no  
observation to day

Thursday May 21st/68

these twenty four hours commenced with a moderate  
breeze from the Southward. fore and main topgallant sail  
set steering N. W. at 4.16 strong breeze from  
the Westward. took in main topgallant sail and  
double reefed the topsails. at 11 A.M. had main  
topgallant sail set. no observation to day

Friday May 22nd/68

commenced with a moderate breeze from Westward  
and N. E. W. heading N. E. W. with thick fog. middle  
and latter part light and thick. no observation  
to day. at about 2 fired the cannon for the first  
time

2044  
higher rollers at 5 P.M.  
no manure to day

Wind the Sun

Starboard topgallant sail set at 11 P.M.  
when rain began

Remarks on board Ship Gov Troop Capt. Ashby  
Saturday May 22<sup>nd</sup> / 63

commenced with a calm and thick fog  
employed in getting the boats ready and making  
a circular stage. at 12 mid light air and thick  
fog from the Eastward. at 6 AM. hoisted the ship  
at 7 PM. hoisted the main royal. made 60 runs

Sunday May 23<sup>rd</sup> / 63

three hours four hours comm. with light  
from the N & E. a main royal in strength  
at 9 left to with the main yard aback. toward the  
waist boat and tacked the current. found it eddied  
about two knots. at 6 braced forward. standing  
back and forth during the night at 9 put the  
under short sail. thick as fur bogue. (if any one  
knows how thick that is for I do not). Scatter  
running at 10 till the day lit up. but no land in  
sight. running with main royal aback at

Latitude  
Longitude

Monday May 24<sup>th</sup> / 63

commenced with a good breeze from the N & W  
steering N W by E. main royal aback. at 10  
hoisted the starboard chain to the anchor  
the wind rising away to a light air at  
6 raised Land (P } at 10  
fog. beating in the Straits. latter part m.  
like the middle part

Tuesday May 25<sup>th</sup> / 63

commenced with a light air all sail set  
in the Firth of Passage. thick fog at 10  
put the Starboard bow boat out at 6 PM. put  
the cutting stage out. middle and latter part  
moderate breeze.

Wednesday May 26<sup>th</sup> / 63

moderate and foggy. at 11 AM. put the heavy anchor  
on the Port bow taking in the other anchor. middle  
light latter part strong from S & E.

Entered the Voholt Sea May 26<sup>th</sup>

Chotsk Sea May 27/63. bound to the N.E. Sea

Thursday May 27th/63

commenced strong from S.E. all sail set steering  
#4 at 11 AM at 10 AM the starboard anchor was  
stowed in-below and put the anchor on the  
starboard bow which came from the port bow  
middle part steering N. by compass. brought  
the ship down to double reef topsails during the  
night. latter part more moderate. but thick fog

Friday May 28th/63

commenced with a fresh breeze from the S steering  
N. at 3 PM the wind hauled over to the S.E. all  
sail set. middle part rather rain. took in some of the  
light sail at 4 PM set them again at 5 commenced  
to see ice. latter part running through ice. rainy and  
cold. the rain freezing

Saturday May 29th/63

commenced with a moderate breeze from the S.E. main  
-logaland sail set. rainy & cold the rain freezing.  
about 2 PM double reefed the topsails. (had some sea  
food for supper). middle part no rain. but cold  
rather but rainy. middle part working to the  
southward latter part working to the Eastward  
at 1 PM turned the ship out of the main part  
and at the main logaland sail. they being both  
quite dry. during the morning in the 9  
Plover. the Capt & mate & sailing in all  
to pieces

Sunday May 31st/63

commenced with wind from the N.E. steering by  
the wind all sail set heading to the Eastward  
in light the fog sail hauling out. Helms. & A. bar  
in 5 AM thick fog. steering N.E. wind from the S  
at 8 came up to the ice at 9 hauled back. at 11 AM  
marked a new lat line one hundred fathoms the  
line being about one hundred and forty fathoms  
long. starting back out with

Ice cold rainy and freezing

rain

Remarks on Board Ship For Great Cape Asst. J. S. Brown  
Monday April 1st 1869

commenced with thick fog and arranged the rig  
back at 11th based foremast and stood to the North  
at 4 hauled back. Shifted the iron casing to the  
cutwater. middle part in the fore at 3.30 AM raised  
on the Eastern shore. Cape Oregon at 8 AM  
through the ice using the latter part of the  
Ridge on the Star bow and hauled the main  
cable.

Tuesday June 2nd 1869  
commenced with a light air from the North  
all sail set steering. at 2.5 AM engaged  
the three labour boats after sulphur. cotton  
sufficing them to be the lead when we first  
saw it. middle and latter part light breeze  
steering at 11 AM when the wind will permit  
a sheet of ice in sight.

Wednesday June 3rd  
commenced with light breeze from the East  
working to the North. at 10 AM commenced to  
rain middle part steering N. at 2 AM came  
up to the ice and laid her until 5 AM  
the remainder of the day running thro  
heavy ice. from 5 to 7 AM some snow

Thursday June 4th 1869  
commenced with a moderate breeze  
the S.W. at 2 PM double reefed the  
main the other topsails being reefed on the  
third at 3 left to with the head yard  
fog and heavy ice. middle part  
about 5 AM raised a ship about 9 AM  
The ship went on board the Ship Ensign  
Cape Milton 380 down seen in whale the  
main later part working to the North through  
ice

Snow the air & fog. Saw the water in the ice  
Running through the ice

Sailed with the ship

Europa Capt. Milton  
380 down seen in whale the  
main later part working to the North through  
ice



with East Gull and a plenty of ice secured to 12  
Friday June 5th 1863

commenced with a light breeze from the whole  
topsails set in heavy ice. Sailing with the Europa  
latter part moderate breeze running to the westward  
land in sight middle part thick fog

Saturday June 6th 1863

commenced with a moderate breeze from the  
at 10.30 she raised the topsails. Sailing with the heads  
and aback. at 2 jammed with the Europa  
at 4.7 closed up all the topsails and let her drift. at 5.15  
furled the fore and main & foresail. latter part also quite  
heavy. the sun shining quite bright

Sunday June 7th 1863

these twenty four hours commenced with a strong  
fresh gale of wind from about S.W. or S.S.W. laying  
in the ice with the topsails furled. The Europa about  
half a mile ahead. at 1.30 P.M. quite moderate. Ice  
quite scattering. at 2 A.M. at 2.15 closed up topsails starting  
to the westward. at 3.15 during the latter part set the  
main gale. latter part light and warm

Monday June 8th 1863

commenced with a light air. main royal set  
starting to the westward. at 4.15 the Captain went  
on board of the Europa a little while. middle  
and latter part moderate breeze running through  
the ice. sounding after middle part 50 fathoms  
at 11.15 40. at 12.15 20 fathoms. thick fog saw land

Tuesday June 9th 1863

commenced light & foggy. at 10.15 fog lifted. saw  
land about three miles distant (I should think)  
came to anchor about 2 in fathoms of water. with  
the Redge Redge at 3.40 took the anchor and  
shot of shore leading to the S.E. wind about 10  
at 5 double reefed the topsail. the ice is so thick  
I should judge she made about 5 points. be was

moderate gale of wind from S.W. in the  
ice with all sail in

Remarks on board Ship Gor Group Capt Ashley

Tuesday June 7th 1863

employed the fore part breaking out water at 5 AM made sail standing in shoe track

Wednesday June 8th 1863

commenced with light and thick fog in middle and latter part somewhat the same working in shoe and lying back a good part of the time

Thursday June 11th 1863

commenced with thick fog and a light air heard a Bowhead spout. lowered the boats after him but did not see him. at 5 AM lowered the starboard boat and sent her in shoe. she saw a whale and then lowered the other two boats, saw several Bowheads. at 10 PM brought the ship to anchor and hauled up the sails. the Ship Europa in sight at 3 AM lowered the four boats. the Starboard boat struck and the whale took the line. the Ships Europa California & Bat <sup>Boat</sup> Gosnell arrived here to day. One whale each boat for Jones Island

Friday June 12th 1863

commenced with a calm boats in shoe whaling saw three or four whales during the day. it being calm could not strike them

Saturday June 13th 1863

commenced with a light breeze ship under way. boat in shoe. saw no whales. at 5 PM came aboard. at 7 PM kept the Ship M.C. followed by the Europa. at night stood boat crews the sheeters heading each watch. latter part thick fog and moderate breeze standing S.E. Europa

Sunday June 14th 1863

commenced with a light breeze steering by N by E full gale of wind water. at 3 PM fresh breeze sail set at 9 AM came up to the ice. latter part lying aback part of the time

West shore of North East Gulf  
Europa being in shoe struck the first Bowhead. 8 x B

15  
C. Gulf. Western shore. saw the first whale and then  
went across to the tongue

Monday June 15<sup>th</sup> / 63  
commenced light ship under three sails up the  
ice. at 1 P.M. raised a forehead. toward the sea toward  
the fore. middle and latter part rainy. nearly up  
to the tongue. latter part gamed with the  
Europa. latter part steering West. nearly for  
the place where we came from

Tuesday June 16<sup>th</sup> / 63  
commenced raining at 12 ship in 30 fathoms  
of water left to the wind with the head  
yards aback at 6 A.M. sent the boats saw  
nothing. The Europa's boats caught a  
bar. at 12 M the boats came aboard having  
seen nothing

Wednesday June 17<sup>th</sup> / 63  
commenced light all sail set steering by the  
wind heading to the S.E. at 2 P.M. thick  
fog. at 5 P.M. saw the Europa lower  
after a strike on and take him along  
side. Capt. Ashley & Mr. Herenden went  
on board of the Europa but could not find  
the whale as both irons had come out  
of him. although there are all <sup>satisfactory</sup> signs  
was our whale. (this is the whole we struck  
June 11) middle and latter light. light

Thursday June 18<sup>th</sup> / 63  
commenced with a calm. at 10 A.M. light ship  
steering about E.S.E. middle and latter part  
moderate breeze from the N.E. at 9 A.M. came up  
to the ice of the South end of the Tongue three <sup>light</sup> sails

Friday June 19<sup>th</sup> / 63. commenced moderate  
running along the edge of the ice. at 3 P.M. both boats taken in  
all the light sails running for the east shore. middle part  
at 10 P.M. light and thick fog. at 11 P.M. came to anchor  
in 18 fathoms of water about four miles from the land

Ship Europa cutting a whale

Remarks on board Ship Geo Group Cape York

Saturday 20th June 63

commenced with a calm and thick fog. Ship  
going to anchor on the East shore. At 10 AM the  
Starboard boat went in shore after eggs but found  
none at 5 a boat load of natives came on board  
they appear to be a fair set of people  
middle part moderate. latter part fresh breeze  
at 10 AM the boat hove up and made a tack of  
shore and came to anchor again just  
in shore. The Ship Europa arrived here  
this morning. at 10 AM the Starboard  
boat went on a cruise

Sunday June 21st 63

these twenty four hours commenced with a  
fresh breeze. The Starboard boat of on a cruise at 8 AM  
they came aboard. middle and latter part strong  
and thick fog. during the latter part the Starboard  
waste boat went ashore.

Monday June 22nd 63

commenced with a fresh breeze and rather foggy at  
about 2 PM the boats came aboard hove up and  
made sail. steering to the Northward in company with  
the Europa. at 10 PM came up to the ice just to the  
of in shore. middle part raining and foggy. at 10 AM  
made a little more sail. at 10 AM anchored in  
4/2 fathoms of water just to the southward of  
rock. (perhaps 12 miles) a few miles to the south  
of us there is a reef about miles of shore

Tuesday June 23rd 63

commenced with a strong breeze from the  
S.W. The Ship being at anchor in  
Duck Bay. middle and latter part moderate breeze  
at 3 AM the German Brig Comet stood in  
day and then run the land down. This morning  
I was taken quite quite sick vomiting

at anchor in Duck Bay East shore of Cape York. Dull times. No shells and no vegetation

C. Gulf June 20th / 63 and mechanics S. L. Brown

Wednesday June 24th / 63

commenced with a light breeze from the S.W. steering by the wind - at 3 P.M. raised ice under ship and steered to the S.W. & middle and latter part moderate

Thursday June 25th / 63

these twenty four hours commenced with a light breeze from the S.W. steering by the wind - at 3 P.M. raised ice under ship and steered to the S.E. middle

calm latter part. Sailed from the harbor steering to the eastward. Off base of the tongue I at

Longitude

North  
East

Friday June 26 / 63

these twenty four hours commenced with a light breeze from the Northward steering by the wind heading to the N.W. & using the ice down. at 3 P.M. saw two whales of the he beam shortly after the ship Europa kept and run out of sight to the leeward. at 6 P.M. wind S.E.

So day we had the misfortune to lose the O per glasses middle and latter part nearly calm. Came sail in sight - boiling

Latitude

North

Longitude

East

Saturday June 27th / 63

commenced with a light air from the S.W. steering by the wind. at 4 P.M. two sail in sight - boiling

we are now of the end of the tongue although quite a distance from the tongue; at 6 P.M. gained with

the ship California (where I saw Charles Dillingham)

I went on board it being the first ship I have on board of this voyage. latter part gained with the

ship Path. Got hold of four Ripsacks latter part light

Monday Sunday June 28th / 63

for first light at 6 P.M. towed the boats after Ripsacks the Larboard & Starboard got a whale each of them

but they will have the Starboard got hold of with the ship the other one one took alongside about 11 P.M.

and then commenced to cut them up finished cutting about

A.M. got a leach

and the Starboard water went below

Note: I have written a log of the ship Europa before

before the wind and were out of sight

Remarked about 10<sup>th</sup> of June  
 at 4<sup>th</sup> the fore boat struck. cut of a  
 a board. latter part calm

Tuesday June 30<sup>th</sup>

commenced light air at 3<sup>00</sup> AM. toward after 2<sup>00</sup>  
 the S & S. Starboard boat caught on each. took  
 them along side and cut them in, at 7<sup>00</sup> AM  
 the S & Bow boat toward the whale being off  
 we soon came aboard, and commenced  
 steering to the N. came up to the ice at  
 end of the 24 hours

Wednesday July 1<sup>st</sup> 1863

commenced moderate steering through the  
 ice at 2<sup>00</sup> AM came up to solid ice, and  
 then went back again. at 4<sup>00</sup> AM came with a  
 S. G. wind. latter part light air  
 and foggy. three sails in sight

Thursday July 2<sup>nd</sup> 1863

commenced moderate working to the  
 S. E. at 6<sup>00</sup> AM spoke the Ship California  
 cutting her S. E. whale. the Captain went  
 on board of the her a few moments, and  
 part fresh latter part light at 11<sup>00</sup> AM  
 in fact diligent & main royal. enough  
 sailing. latter part light

Friday July 3<sup>rd</sup> 1863

commenced with a calm. at 3<sup>00</sup> AM toward the  
 and starboard boat. at 10 finished boiling  
 and latter part much like the fore part

Saturday July 4<sup>th</sup> 1863

commenced light at 3<sup>00</sup> AM. good breeze from the  
 S. E. heading to the Eastward. middle and  
 part fresh breeze from the Southward employed to  
 part steering down oil

steering down oil

gained with the weather was on for 26 1/2  
of the tongue beyond the Eastern  
Saw a Bark steering to the N

6 Gut, of the tongue July 4th East shore Duck Bay July 9th  
Sunday July 5th/63

this about four hours commenced with a strong breeze  
from the southward. employed the fore part in steering  
down middle part much like the fore part latter  
part more moderate. too late in sight

Monday July 6th/63

commenced with a fresh breeze from the S. single  
reef fore & main and main topgallant sail set. middle and  
latter part calm and thick fog.

Tuesday July 7th/63

commenced with a calm and thick fog. at 10 AM the  
fog lit up and we were opposite SW Bay  
The Ship California inshore of us. at 6 AM galled  
with the California. There is a narrow strip of ice in  
shore and then and then quite a strip of clear  
water, makes in towards the SE end of the  
tongue, West of SW bay the ice runs to the southward  
about 15 or 20 miles and then it broke up to the  
S of East, latter part moderate breeze, boat

Wednesday July 8th/63

commenced with a moderate breeze from the  
N.E. all sail set steering to the wind in company  
with the California. middle part steering to E all  
sail set. at 2 PM thick fog. The easternmost point  
of the tongue bearing at 11 E. at 3 PM in the in  
light to the wind and headed out of the ice. during the  
latter part the fog lit up some and kept the ship  
at 10 under easy sail wind SW

Thursday July 9th/63

commenced with a moderate breeze from the S.W.  
steering to the N.E. about 3 PM raised ice light  
to and made all sail. at 8 made the East shore  
head in until 10 AM then tacked ship. at 6  
the hills but were on <sup>along side</sup> the California  
latter part strong breeze double reef the top sail

at 11 AM hauled the reef out of the  
main top sail and at main topgallant sail

Remarks on board Ship Sea Troop Capt. Ashley  
Friday July 10th/63

commenced with a strong breeze from the  
S.W. ship under rapid sail. Mizen top sail set  
at 10. made all sail, steering by the wind  
middle and latter part light breeze from the Eastward  
steering N.W. at 10. M. found the lower boats  
had given out

Saturday July 11th/63

commenced with a light air and thick  
steering to the Westward. Employed the fore part  
setting up the lower boats (400) how I should  
like to be at home and help Father get in his hay and  
help him finish haying, as I suppose he will not  
have any of his boys to help him this summer, as  
I am away from home, and I know not for  
what the other boys I may be in the army, or some  
-where else to work, Oh how I should like to stop in  
and see my Fathers family this evening, but  
must quit for to night for it is 1/2 past 6 O'Clock, and  
that is bed time for me to night, for at 10 I had  
to go on deck and stay until 12th, (Good night)  
middle and fore strong breeze steering N.W.  
latter part light breeze and thick fog, at 10  
saw the ice

Sunday July 12th/63

commenced with a calm and thick fog  
with fair moderate latter part fresh breeze from  
the S.W. about 7 AM made land aboard hand  
latter part steering to the Southward for the rocks

Monday July 13th/63

commenced with a good breeze from the N.W. & all  
sail set steering about S. with and latter  
light breeze from the Eastward at about 10.20 AM  
the bar board was hoisted for signals, at 11  
raised land the Rocks

around South. Exp the West shore of the Ice July 12th



to Gulf July 14th

Tuesday July 14th/63

commenced with a light breeze and fog all  
sail set steering to the southward head steam  
up middle part of air latter part light breeze  
at 9 AM the ship on the northern Island saw West  
(the mouth of the Gulf.)

Wednesday July 15th/63

commenced with a moderate breeze from the  
SSE all sail set steering to the wind heading  
to the S. at 12 AM latter ship heading to the  
thick fog. at middle and latter part much like  
the fore part heading to the southward

Thursday July 16th/63

commenced with a moderate breeze from the SSE  
heading to the SSE all sail foggy middle part  
heading to the Westward latter part to the SE  
latter part fresh breeze and thick fog. at 3 AM  
saw a sail on the weather beam

Friday July 17th/63

commenced with the wind from the SSE  
all sail set steering to the SSE and thick  
fog. at 2 AM took in some of the light sails  
at 2.30 raised a sail three points of the air  
at 3.30 set the flying jib set a wore ship and  
headed to the S. about a mile to the  
board of the Ship California middle part  
moderate latter part strong, at 9 AM took in  
all of the light sails and double reefed the  
fore topsail, at 11.30 made all sail again

Saturday July 18th/63

commenced moderate all sail set steering to the SSE  
stead rain middle part it let up and saw the  
wind at 4 AM saw the head Island & Cape Leir in  
the ship with wind to go into the west. The latter  
making our water out. Spiring the air tight sail

Remarks on board Ship Gov. Group Capt. Ashley. From 16 July

Sunday July 19<sup>th</sup> 1863

commenced light steering in by Bowen Island at  
bent the fore topgallant sail. middle part light latter part  
bent. Total the S. & Bow had went up the S. & W. of  
of Bowen Bay but saw nothing during the  
latter part - the Ship came in the bay

Monday July 20<sup>th</sup> 1863

these twenty four hours commenced with a strong breeze  
from the S.W. Ship of Negro heard  
two boats of at 6 P.M. they came on board having no  
no whaler. during the middle part about 10  
towards the Port at 5 P.M. light air from the  
Eastward steering N.W. latter part strong breeze  
all the light sail in. Bowen Island Island  
to the S.E. Eastward of us.

Tuesday July 21<sup>st</sup> 1863

commenced moderate and light choppy sea on  
at 1 P.M. strong breeze from the Southward doubt  
sailed latter at 2 P.M. all sail. middle and latter  
part light breeze. and the latter part repairing  
the foretopails and bent in again

Wednesday July 22<sup>nd</sup> 1863

commenced light and foggy. heading to the South  
all sail set at middle and latter part much  
much like the fore part

Thursday July 23<sup>rd</sup> 1863

commenced with a light breeze from the  
S.W. all sail set heading to the S.W.  
middle and latter part heading to the S.W.  
latter part much like the fore part

Friday July 24<sup>th</sup> 1863

commenced moderate heading to the S.W. all sail  
breeze from the Westward at 1 P.M. steering N.W. middle and latter part  
a S.W. breeze from the Westward thick fog

S.W. Bay (Cochokk, Sea). With Shore July 21<sup>st</sup> Striped Bluff  
Saturday July 25<sup>th</sup> / 63

Part of  
- J. J. J.

this went four hours commenced with a moder-  
ate breeze and thick fog from the Northward  
steering W by S. at 11 AM light air from the S.W.  
latter part moderate and no fog

Sunday July 26<sup>th</sup> / 63

commenced light steering to the wind all sail  
set heading to the N.W. wind from the S.W.  
at 10 AM tacked ship and headed to the Southward  
middle and latter part much like the fore  
part

Monday July 27<sup>th</sup> / 63

commenced light middle and latter part the same  
back run water

Tuesday July 28<sup>th</sup> / 63

commenced with a light breeze at 1 PM raised the  
land at 2 came up to the Island of Brook  
saw big Shanties at 10 strong breeze steering N.W. by W  
at 1 PM light breeze from the Westward at 3 PM raised  
a sail at 10 lowered the waist boat and went on  
board of the Ship. At 11 AM

With Shore

caught her letters on board these sails in sight  
the Mt. W. Baker <sup>Journal</sup> Townsend (English) <sup>California</sup> ~~Westward~~  
at 1 PM made the North shore

Wednesday July 29<sup>th</sup> / 63

commenced fresh all sail set beating to the windward  
gaining with the Mt. W. at 5 PM raised  
See middle and latter part light

Thursday July 30<sup>th</sup> / 63

commenced light running the North shore up  
at 3:30 P.M. came to anchor of Striped Bluff  
there being two ships there at anchor. Three Procks  
of Nanusket one whale at 5 AM the boat went  
up to the head of the to South  
Note that this day I shall make 36 hours  
longer as it is convenient as I am  
gone so much from the ship

See

With Shore

Civil Time Remarks on board ~~the~~ <sup>the</sup> ~~USS~~ <sup>USS</sup> ~~Car~~ <sup>USS</sup> ~~Thorp~~

Friday July 31st / 63

the ship lying at anchor of ~~Striped~~ <sup>Striped</sup> ~~blay~~ <sup>blay</sup>  
the boats of cruising, but those which were  
the day but saw nothing

Saturday August 1st

commenced light thick fog, at 2.40 till dark  
the boats of, the Starboard boat struck & killed a  
large whale, at 1 P.M. left the vessel at  
anchor in blowing fresh sea fresh wind very  
rough at the time, landed on the beach at  
about 10 P.M., Three boats L. S. & Row boat the  
waist boat having left during the middle  
of the day for the ship, the ship bore up and  
went over across the bar and past us back  
again, picked up a little small dead whale

Sunday August 2nd / 63

thick fog mild moderate breeze at 9 the  
boat came aboard at 11 the waist boat came  
board, the other boats <sup>looking</sup> for the whale,

Note This Sunday passed almost away before I knew it was  
the Sabbath, and I think this is the first Sabbath  
ever past since I have been going to sea and I  
did not know it until it had almost past

Monday August 3rd

commenced moderate and thick fog firing  
guns for the boats the two great boats of the  
ship lying at anchor, some part of the time  
at 4 or 5 P.M. the Starboard boat came along side  
having left in with the whale the day before  
and having the Starboard boat with it  
at 7 9 brought the ship to anchor, at 10 fresh  
breeze and quite rough

Tuesday August 4th

commenced fresh thick fog lying at anchor  
about 10 A.M. bore up and cruised all day for the  
Starboard boat and dead whale saw nothing  
of them, and so came to anchor at 8

The ship picked up a small dead whale  
and cut him in

The ship picked up a small dead whale  
and cut him in

Wednesday Aug 3<sup>rd</sup> / 63

ship at anchor, about 7 AM the S. & L. board & we went in search of the whale found him at 11 AM bore up and started for the whale in the fore part - killing a small steamer

Thursday Aug 4

about 2 AM, we brought the ship to an anchor and took the whale line to the ship from the whale at 5 AM him along side and cut him in - employed the latter part - boiling

Friday August 5<sup>th</sup> / 63

commenced with a thick fog. Ship going to anchor employed boiling middle part - rain

Saturday August 6<sup>th</sup> / 63

commenced with thick fog at 9 AM finished boiling at 10 took the anchor and went in of the Forenoon harbor and anchored again

Sunday August 7<sup>th</sup> / 63

commenced with <sup>with</sup> thick fog, lowered all gun boats. at night the S. & L. boat stayed along side of the Ship California

Monday August 10 / 63

thick fog. two boats of whaling, employed of the on board of the Ship stowing down oil

Tuesday August 11<sup>th</sup> / 63

commenced raining. bore up the anchor and stood across the bay took a dead whale along side and cut him in

Wednesday Aug 12

this morning bore up and got a dead whale, employed boiling

Thursday Aug 13<sup>th</sup>

employed boiling. the S. & L. boat if on a cruise

Friday August 14<sup>th</sup> / 63

finished boiling. the S. & L. boat came on board this morning. the S. & L. went of on a cruise had in the boat all night. The S. boat caught a whale and took him to the ship

Three, made this work two of them dead

Ship Geo Group Capt Ashley. I N. Bay, U. of the Rock

Saturday August 13th/63

this morning the ship cut a whale and commenced to skin down it. at 2.30 the L. aboard & the boat came to the ship

Sunday August 14th/63

commenced fog at 7 AM. lowered after a while and chased all day but without success

Monday August 15th/63

commenced light chase, saw a few whales engaged skiving down and boiling

Tuesday August 16th/63

engaged boiling. this morning the L. & P. boats went up to shunt passage and then we got safe by the tide. and the P. boat came back to the ship whilst the L. Boat went around the Felicity

Wednesday August 17th/63

this morning lowered the three boats the P. boat went up to shunt passage and got a small head of beam wind late back to the ship

Thursday August 20th/63

rove up from Felicity and went over to Safety head and came to anchor at night commenced skiving down

Friday August 21st/63

commenced moderate, toward the L. & P. boat the ship got under way and the boats soon come back again to the ship. worked at ship over towards the rocks and came to anchor about 10.15. Saw the ship coming from the N. & W.

Captain Ashley is troubled severely with sore eyes there has been complaints of it all the season on board of this ship

Saturday August 22nd/63

this day commenced with a strong breeze from the westward, about 4.4.16. to the out anchor and went into Felicity and came to anchor. The boats were off for saw 2 or 3 whales

Whales } One in } Boats } Supply Store

Being at anchor in Felixstow Harbour.

Sunday August 23/63

commenced moderate in the harbour, and fresh outside. in the morning cleared away the boats two of them going up to Shantler passage and the two of them going to the westward but saw not them nor any signs of whales. The Ship being at anchor in Felixstow Harbour. At night the Schooner Caroline arrived here from Shantler Bay she having a whale on the beach or rather the blubber

Monday August 24/63

commenced light and fresh at most at thick at fog. the boats of cruising. heard a few whales going quick to the S.E.

Tues. Tuesday August 25/63

commenced smooth and a light breeze from the S.E. boats all of cruising but saw nothing. The Ship being at anchor in Felixstow Harbour. On the 24 the Bark John Swift took outside of the harbour just from the N.E. Gulf with 250 barrels reports the Ship Milton with 600 the Brig Comet 300.

Wednesday August 26/63

commenced light and smooth. but boats of cruising but saw nothing. the other two boats getting wood and spars. at night took a boat and went in after to shoot some Bares but did not get near enough to shoot at them. although we saw four, which 24 Bares I have seen this season

Thursday August 27/63

commenced light. at 6 AM we hoisted up and stood to the Eastward. during the afternoon gained with the John Swift; at 1 PM came to anchor a few miles from Stinfor Island

Remarks on board Ship Fox Group, Felixstow Harbour

Friday August 27th 1863

commenced with a light air. Ship being  
at 5.4 AM bore up. at 4 PM came to anchor a few  
five miles to the of Eagle Point -  
employed during the day making out books

Saturday August 29th 1863

this day commenced with a rather moderate  
breeze. The Larboard & fore boat went to Eagle  
Point but saw nothing. The Waist boat took  
the Captain and carried him up to Schoner  
(harbour) harbor in order to see the Doctor for sore  
eyes. at night all the boats returned

Sunday August 30th 1863

moderate at night - came to anchor at about  
distance from Felixstow Harbour

Monday August 31st

commenced light. at 10 AM it blew from  
from the NE went into Felixstow Harbour  
in the afternoon chased a whale there  
wind light.

Note this morning my eyes commenced to  
grow sore at night they ached very heart

Saturday September 12th 1863

from the last date up to the present time  
I have been laid up with sore eyes. the  
grateless part of the crew have had them go  
and aft in the ship. for three nights I did not  
get to bed the pain being so great.

We have now been laying in Felixstow several  
days employed most of the time getting  
either water or Spars. we now have a good  
quantity of spars. The Ship Mr. Hallston lost a  
boat and crew last night. of Deseriton they carried  
away the beam gun and a spyglass and  
one months provisions. Mr Cranston is now

quite unwell being severely afflicted with sores all over his  
back. I think he has failed lately the last few days

The Larboard boat caught a whale  
somewhere along the coast of the main





131/63 Ailin S. September 16th

Sunday September 13th/63

commenced raining and smelly lying at anchor in Felixstow. The fresh Swift & Mr. Walker being here. My eyes is raining all the time. so to day I read some in my bible

Monday September 14

about 7 A.M. went up in company with the fresh Swift and went out of big Shunter passage and stood over towards the North Shore. The air very thick. at 10 A.M. moved Mr Cranston out of this room into the after cabin

Tuesday September 15th/63

commenced light and rainy wind from the N.E. all said set working up the land & middle and latter part light air

death, About 10 A.M. Mr Edward H. Cranston of B.I.

was on board of this ship aged 46 years. He suffered very much during his sickness, was not so hot what he could get out of this berth himself. although he had not spoke out loud for the four or five days. his throat being so full of phlegm. I think he realized nothing the last 12 hours he lived, he passed away like a person going to sleep. During his sickness he never mentioned any thing about his wife nor friends nor nothing relating to his affairs, he never spoke of death. He once told me no one knew how much he suffered and if he did not get relief soon, he could not stand it more than a week. Oh had he been sensible like Capt. Marble that I might have had with him, it would would have given me much joy. but now when I come to think of it, it gives me grief and brings remorse upon my soul but I did not speak to him before it was too late. Cranston came out first officer in the S.B. Sagoda as Capt. Perrot lies. Mr Cranston came in Master and was Master of her until they took the Park from him last Fall

Remarks on board Ship Geo Group Action Fletcher

Wednesday September 16th

commenced light steering to the N & E for  
Action in order to bury Mr Cranston's corpse  
came to anchor in Action Harbour about 3 PM  
the Starboard boat went ashore to dig a grave

D.S.

Thursday September 17th / 63

commenced pleasant at 6 AM sent the Starboard  
boat ashore to finish digging the Grave, about  
9 AM called all hands to bury the dead, the  
corpse being laid in the waist wrapped in the  
American Ensign, and the colors hoisted  
half-mast at the main peak. The  
Captain read several passages of Scripture  
which was appropriate, gave the occasion, and  
an officer offered a prayer, and then the corpse  
was carried ashore and buried by the side of  
other Foreigners or rather in a foreigners bur-  
ground. I was informed the native burying  
ground was in another place. The Religion at  
place is the Greek Catholic.

Buried the dead

Mr Edward H Cranston of

There is one vessel lying here besides us a three  
masted Propeller Barkentien rized, a government  
vessel (Russian)

Friday September 18th / 63

commenced with a gale of wind from the  
lying at anchor in Action. latter part more  
moderate. wrote a letter to day to Sophia G & Co

Saturday September 19th / 63

commenced moderate, about 6 AM comman-  
to heave up and make sail standing to the  
S & W with a light air and a heavy swell  
caused by the N.E. gale. boat banged and  
all well and anchored and I don't know  
what else and came to anchor again  
about 6 PM when we anchored  
up in the morning, and we had  
to come in order to get her there

Saw snow this morning on the top of the  
lights at top of the mountains this morning  
having fallen the 16 of September

Sailed from Action

came to anchor again the night

September 20th 1864 Civil time

Sunday September 20th 1864  
commenced snowed. at 12.30 feet by  
from the Eastward, within an hour to get to  
sea. during the day scald the boat from our  
head and sent it ashore. latter part blew  
very fresh with rain. wind from the N.E  
at 6 PM hove up the anchor to see if  
it was clear found it was all right and  
let it down again. Today I wrote nearly  
sheets of paper to Henry. which is letter No  
2.

Monday September 21st 1864  
commenced with a fresh North East  
gale the waves blowing very fresh. at  
about 10 AM hauled up about 30 fathoms more on the  
Star chain, at 3 PM run out the sand  
cable from the stream anchor and stowed  
stowed it below. at 10 PM the light was shot  
watch. latter part the wind blew very fresh  
in short squalls from the N.E

Tuesday September 22  
commenced with a fresh gale from the  
N.E being in Aion. today discharged about  
ton of coal and two cask of Bread all  
went on board of the Russian Steamer  
latter part fine weather.

Wednesday September 23<sup>53</sup>  
commenced light at daylight hove up and  
went to sea middle and latter part light  
air from the Westward, latter part lighter  
steering East in order to go right holding  
at 6 AM saw a steamer in shore going  
towards Aion. This steamer we saw on the 24

Thursday September 24  
at 10 AM commenced light and continued so through the  
day. at 6 AM saw a steamer in shore going towards Aion  
etc. this day is but 12 hours long. Today I was 26  
years old, and doubtless I have been thought of by my Mother to  
be the same as the other boys who were with the

The tops of all the mountains covered with snow a little  
saw from the shore September 22 and

Remarks on board Ship Gov. Group Capt. A.

September Friday 25th 1863

commenced light all sail set steering East from the Westward. middle and latter part light breeze from the S.W. at 4.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.101.102.103.104.105.106.107.108.109.110.111.112.113.114.115.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.940.941.942.943.944.945.946.947.948.949.950.951.952.953.954.955.956.957.958.959.960.961.962.963.964.965.966.967.968.969.970.971.972.973.974.975.976.977.978.979.980.981.982.983.984.985.986.987.988.989.990.991.992.993.994.995.996.997.998.999.1000.

Latitude

Longitude

Saturday September 26/63

these twenty four hours commenced with a fresh breeze from the S.W. all sail set steering East. saw several Islands during the fore part. about 2 P.M. raised some Island. middle part light latter part fresh breeze from the S.W.

Latitude

Longitude

Sunday September 27/63

commenced with a fresh breeze from the S.E. all sail set steering East. at 10 A.M. about E.N.E. at 1 P.M. doubled the Cape at 9.30 took in the Mainsail & jib. moderate gale from the S.E. at 12 commenced to moderate at 6 A.M. had all sail set steering E. latter part fresh breeze from the Southward

Latitude

Longitude

Monday September 28th 1863

commenced with a strong breeze from the S. steering E.S.E. at 1 P.M. shot land sail on account of crossing. middle and latter part moderate

Latitude

Longitude

Tuesday September 29th

these twenty four hours commenced with a moderate breeze from the Eastward. somewhere to the Eastward. middle and latter part moderate like the fore part

Latitude

Longitude

Raised from Island  
leaving about 1 P.M.

141  
157  
166  
178  
184

on Amon. to the Southern part of the Sea Right Whaling  
Wednesday Sep. 20th 1863

then twenty four hours commenced with a light  
air. at heading to the N. E. at 10 AM the wind  
shift heading to the S. at 12 moderate breeze from  
the E. S. E. at 3 PM ship under double reefed  
sails at 7 o'clock in the fore I passed the  
last sixth year ship going to under a blue  
sail immediately on observation to do

Thursday October 1st 1863

commenced with a fresh gale from the E  
Ship being to on the fore tack heading  
N. E. S. E. at 6 AM more moderate at  
10 AM the wind shifted to the S. E. at 12  
sails steering a true S. E. latter part  
more moderate

Friday October 2nd 1863

commenced with a fresh breeze and a strong  
sea wind from the N. W. E. steering to the S. E.  
under easy sail middle and latter part  
moderate latter part a plenty of Fin back

Latitude N. Longitude E

Saturday October 3rd 1863

commenced with a light breeze from the  
N. W. E. steering in to the Eastward. middle  
and latter part light. Latitude N. Longitude

Longitude East

Sunday October 4th 1863

commenced with a light breeze from the N  
steering E. S. at 11:30 AM raised the land  
Kamoa. at 2 steering S. S. E. latter part  
S. W. S. latter part steering S. middle and latter  
part moderate breeze

Monday October 5th 1863

commenced light steering S. no signs of any  
whale. middle part moderate latter part fresh  
from the N. W. E. saw a sail of the ice how how  
went out of sight. during the latter part raised the

Account on board Ship Goodwin Sept 28

Tuesday October 6/43

These twenty four hours commenced with  
unsteady winds land in sight steering  
due East S. at 10 AM. Under full sail  
and the wind from about the 100° wind  
part steering S.W. latter part steering S  
11 AM wind a Breeze from point of the  
bow at 8 PM the morning squall

Wednesday October 7th

commenced with a light breeze from  
S.W. all sail set steering E. at 10 AM  
land

at 4:30 PM sighted  
a Russian Steamer to the right  
out at 1 PM land ship in sailing out of  
passage took in all the light sails at 3 AM  
squared the yard and took in for the  
there Sails in sight call one of them the  
Gale. wind light Latitude 108°

Longitude 108°

Thursday October 8th

commenced with a light breeze from the  
steering to the Eastward <sup>there</sup> all sail in sight in  
the Sibbels passage. with a  
part under and under. at 10 AM  
the I saw a boat after the sun broke, so  
soon gave them up and came on board  
Sails in sight two of them being in  
from of deck. Ship Captain Europa, Captain  
Port Goodwin. the other under

Latitude 108°

Friday October 9th/43

commenced fresh from the N.E. at  
at steering by the wind at 3 PM. gained  
the Ship Europa to sight. the  
leaving the bay, at 10 AM. were making  
E. latter part night at 9 AM. and down the cutting  
at 4 AM. saw a Russian Steamer under  
Latitude 108° Longitude 108°

on the Coast of the Sandwich Islands  
Saturday October 10

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Sunday 11

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Monday 12

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Tuesday 13

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Wednesday 14

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Thursday 15

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Friday 16

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Saturday 17

commenced with a fair breeze  
and light air. By 11 AM the  
it was a little more brisk  
and light air. By 1 PM  
sublimed out of the

Galapagos Islands  
1791

Monday Oct 19th Ship ...

The sea as ...

Tuesday Oct 20th ...

Wednesday Oct 21st ...

Thursday Oct 22nd ...

Friday Oct 23rd ...

Saturday Oct 24th ...



Friday October 23rd 18

commenced work at 10 AM sailing 10 PM  
wind about 400. at 1 PM the ship  
was in middle and with sail set  
to weather. ...  
a fine fair breeze ...  
at 10 AM ... latitude ...  
Longitude ...

Saturday October 24th 18

commenced work from the ...  
the ship ...  
and ... latitude ...  
Longitude ...

Sunday October 25th 18

commenced work from the ...  
during the wind ...  
at 10 AM ... latitude ...  
Longitude ...

Monday October 26th 18

...  
at 10 AM ... latitude ...  
Longitude ...

Tuesday October 27th 18

...  
at 10 AM ... latitude ...  
Longitude ...

Wednesday October 28th 18

...  
at 10 AM ... latitude ...  
Longitude ...

Remains on board ship for about 10 days

Thursday Oct 28

started with the same  
Paul Williams

commenced with a west breeze from the S.E. at  
10 AM. Under a close reefed main-tail. At 12  
went to the S.E. and we passed with the ship  
Williams of S.I. (the whole this evening  
P. Williams) at 10 PM. At 11 PM  
went to San Francisco and returned at  
midnight. At 1 AM. Under a close reefed  
and passed with the bark "Hercules" at 10  
PM which was stern 14 miles out. middle  
under full-sailing about 1/4 strength  
at 11 PM took in the light-sails. At 12 PM  
the sails at 11 took in jib & main

S. latitude 33 S longitude 120 W

Friday October 30th 1862

commenced steering from the S.E. heading the  
ship under a close reefed main-tail. At 7 AM  
was ship heading S.E. by E. at 7 AM under  
sail under full-sail. Latitude 33 S  
Longitude 120 W

Saturday October 31st 1862

commenced with a light breeze heading the  
E. astward. under a close reefed main-tail  
main-sack and working in. At 11 AM  
and took in the light-sails. Latitude 33 S  
Longitude 120 W

Sunday November 1st 1862

commenced steering from the S.E. heading the  
E. astward. At the night-sails in. At 11 AM  
main-top-sail. middle and full-sail. Latitude  
33 S Longitude 120 W

Monday November 2nd 1862

commenced with a light breeze heading the  
E. astward. At 11 AM under a close reefed  
main-sack and working in. At 11 AM  
Latitude 33 S Longitude 120 W

Wednesday 11th Nov 1813

... ..  
... ..  
... ..

Thursday 12th Nov 1813

... ..  
... ..  
... ..

Friday 13th Nov 1813

... ..  
... ..  
... ..

Saturday 14th Nov 1813

... ..  
... ..  
... ..

Sunday 15th Nov 1813

... ..  
... ..  
... ..

Monday 16th Nov 1813

... ..  
... ..  
... ..

Tuesday 17th Nov 1813

... ..

Monday August 11<sup>th</sup> 1868  
Left at 10:00 AM

Left at 10:00 AM with the mail  
at the usual hour. The morning  
was clear and the wind light  
from the N. E. Arrived at 11:45  
at the mill. The mail was  
delivered. The wind changed  
to the S. E. and a heavy rain  
set in at 9:00 AM. The  
mail was delivered.

Tuesday August 12<sup>th</sup> 1868  
Remained at the mill. The  
morning was clear. The wind  
light from the N. E. Arrived  
at 11:45 at the mill. The  
mail was delivered.

Wednesday August 13<sup>th</sup> 1868  
Remained at the mill. The  
morning was clear. The wind  
light from the N. E. Arrived  
at 11:45 at the mill. The  
mail was delivered.

Thursday August 14<sup>th</sup> 1868  
Remained at the mill. The  
morning was clear. The wind  
light from the N. E. Arrived  
at 11:45 at the mill. The  
mail was delivered.

Left at 10:00 AM  
at the mill

Saturday evening 11/15/16

arrived at 8:45 - all sail at 9:00 - arrived  
 about 11:00 - at 11:30 set the studdens  
 sail and the fore chain, then the <sup>studdens</sup> ~~studdens~~  
 on the sea, the wind at  
 12:00 was 4 miles an hour long. At  
 1:00 we found about 1700 men on the  
 ground about 10:00. I was very much  
 surprised to see the ~~men~~ <sup>men</sup>  
 in the ~~ship~~ <sup>ship</sup> at 11:00.  
 W. H. H. H. H.

Sunday morning 11/16/16

had a sail at 11:00 - 4:00. The  
 was a little rain since we had had a  
 watch had the ~~ship~~ <sup>ship</sup> at 11:00. The  
 since the ~~ship~~ <sup>ship</sup> they still had a  
 short time for ~~the~~ <sup>the</sup> came out with us  
 because they had to. Both Sapsals are back here  
 had the foremast of ~~the~~ <sup>the</sup> and  
 came to church. Most of the men, and what  
 but I saw some for one of them to church  
 with the exception of the officers, and that was  
 to do, the steering of the ~~ship~~ <sup>ship</sup>  
 made to us in English. I attended the service  
 it made me think of home

18th  
Sailed at 10 AM  
The boat was full of  
men and women  
The middle row  
The row next to it  
The row next to it  
The row next to it

middle row next to it  
The row next to it  
The row next to it  
The row next to it

Sunday Dec 27th

commenced fishing during some part of the  
morning at 11 AM moderate breeze from the  
about 4 PM raised a gale which caused  
the boat to pitch and roll then the boat  
pitched and rolled some time and  
was ready to set

Monday Dec 28th

commenced the fore part of the day  
at 11 AM the boat was boiling

Tuesday Dec 29th

commenced boiling at 10 AM the boat  
was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women

Wednesday Dec 30th

commenced boiling at 10 AM the boat  
was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women

Thursday Jan 1st

commenced boiling at 10 AM the boat  
was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women  
The boat was full of men and women

... on the third I went over board to  
in a short path to reach the ship to see  
inches of the net were gone the ship being  
in the port bow at 1.4.16 seven men took the  
Dredge and hauled it to the deck and the  
shrim oil (320 barrels) and some became  
50 sack packages.

Saturday December 5th

employed in ship's duty, such as mending  
the jib rising up a old topsail, mending decks  
and so on. I feel quite unwell today  
there appears to be kind of a cramp in  
my stomach, it causes much distress when  
I eat or drink

Sunday December 6th

employed repairing the foresail this is 12 <sup>ing</sup> <sup>ing</sup>

Tuesday December 7th/63 Sea time

commenced light about 4.15. The carpenter  
came on board with two docters, and shortly  
after the mainmast was shot, the foremast  
was made sail working up around  
Diamond head, middle and latter part  
fresh, mended repairing the foresail

Wednesday December 8th/63

commenced strong engaged repairing the fore  
sail at 4.15. The foremast was under the lee of  
the ...

Thursday December 9th

... mended ... leading to the ...  
... the foremast ... the main  
... the main  
...

Remains on board Ship for several  
days & commences

The boat's crew commenced with  
moderate breeze from the E. at 10 AM. and  
the fore part repairing the rig. all sail  
at starting by the wind heading to the  
middle and latter part much like  
the fore part. Lat. 40° 30' N. Long. 130° 30' W.

Saturday December 12th 1804  
commenced moderate from the S. & E.  
to the S. & E. middle and latter part  
impaired in ships. Lat. 40° 30' N. Long. 130° 30' W.

Sunday December 13th 1804  
commenced with a fresh breeze from  
S. & E. all sail at starting by the wind  
heading about S. & E. at 3 PM. was  
the S. & E. royal yard. middle and latter  
part much like the fore part. Lat. 40° 30' N. Long. 130° 30' W.

Monday December 14th 1804  
commenced with a fresh breeze from  
S. & E. heading to the S. & E. about 1/2 E.  
the and latter part much like the fore  
part. Lat. 40° 30' N. Long. 130° 30' W.

Tuesday December 15th 1804  
commenced strong from the S. & E. all  
sail heading to the S. & E. middle and  
latter part much like the fore part.

Wednesday December 16th 1804  
commenced strong from the S. & E. main  
sail heading about S. & E. middle  
and latter part much like the fore part  
impaired in ships. Lat. 40° 30' N. Long. 130° 30' W.

Shingled with pine bark & shingles 13th 1804



111 Nahoe I. S. to the coast

Thursday December 11th 1791

commenced fresh from the S. E. all sail set  
during the night and all part much  
like the fore part, saw a few birds at  
the making a liberal Latitude  
Longitude

Friday December 12th

commenced fresh from the S. E. all sail  
set steering the Ships course west of the  
E. I. S. midline and to be part more  
moderate in the fore part, saw  
the high mountains Latitude  
Longitude

Saturday December 13th

commenced moderate from the S. E. all  
sail set steering E. by N. without touching  
of the rigging boards, saw the end of the  
fore part like the fore part of the  
day

Sunday December 14th

commenced light and continued so through  
the day, with a fair breeze, saw  
the mountains Latitude  
Longitude

Monday December 15th

commenced moderate from the S. W. all sail  
set steering E. by N. and all part  
during the day, with a fair breeze, saw  
the S. W. simplified the latter part setting  
up the fore top mast rigging sail  
day

Tuesday December 16th

commenced moderate from the S. W. at 11th wind  
from the S. E. with some rain, and was  
saw the mountains Latitude  
Longitude

Remarks on board Ship for Trip to ...  
 Wednesday December 23<sup>rd</sup> / 63  
 commenced with a moderate breeze  
 continued so through the day, frequent  
 of rain. latter part much like the fore part

Latitude of Longitude  
 Thursday December 24<sup>th</sup> / 63

commenced light from the N.E. leading  
 to the N.E. at 13.30. all sails set  
 to the Eastward. middle part moderate  
 full sail

Friday December 25<sup>th</sup> / 63

commenced with a good breeze from the  
 at mid day steering by the wind leading  
 to middle and latter part much like the  
 fore part

Latitude

Saturday December 26<sup>th</sup> / 63

the twenty four hours commenced with  
 from the N.E. steering by the wind at  
 leading about E by S on the P.M.  
 latter part much like the fore part

Latitude

Longitude

Sunday December 27<sup>th</sup> / 63

commenced moderate breeze from  
 wind leading about E by S on the P.M.  
 to the other middle and latter  
 part much like the fore part

Longitude

Monday December 28<sup>th</sup> / 63

the twenty four hours commenced  
 moderate from the N.E. all sails  
 set steering by the wind middle  
 and latter part much like the  
 fore part steering to the N.E.

Latitude

Longitude

Remarks on board Ship for Trip to ...

from Mexico S.S. to the coast of California

Sunday December 28th 63

These boats were here some with  
moderate breeze from the North bearing  
the East sail at middle steering  
latter part S.W. by E. middle part  
fresh table sail strong from West

Latitude 31

Longitude 114

Wednesday December 30th 63

commenced strong from the West ship  
under main by landward steering

# S. E. by E. about 6 A.M. raised land (the  
coast of California) later on moderate breeze

a fair watering digers during the latter part

Latitude 31 Longitude 114

Thursday December 31st 63

commenced with a fresh breeze from the about  
S. E. and sail set at 2 A.M. took in the

lights with exception the main by landward  
latter part light wind from E. sail set

at steering by the wind bearing about  
S. E.

Latitude 31 Longitude 114

Friday January 1st 64

I wish for a happy new year, and I  
am sorry to be and so if I cannot have a

happy new year by the help of my maker, one  
year ago to day I quit chewing Tobacco for a short

time and have not used for three weeks since and  
now when I had the teeth ache, my mind

is right often calm and tranquil, I will try  
to live now by faith this year then I did the

last year. The Lord I feel quite wise and will  
let me do some faith that I may have

to feel content at all time and that I may  
not be ashamed that I have been accepted of

him. I will be merciful upon my hands  
and saying I think of my dear Parents and the

George S. Brown, 65th St.

Friday January 1st 1864  
The wind blowing from the S.E. with  
at 9 M. squared the wind blowing S.E. &  
middle and latter part much like the  
part running along with the land sea.

Long

Saturday January 2nd 1864

commenced light blowing S.E. at 11 AM  
left to the wind heading about N.W. &  
soon toward the Starboard boat and  
fishing of Caros Island the first boat was  
fishing before after a while went after  
giving time to wind above and got  
back middle and latter part much  
the same part. The starboard boat caught  
about twenty fish.

Latitude

Longitude

Sunday January 3rd 1864

these twenty four hours commenced with  
a light in laying aback of the main  
Starboard mast boat in shore making  
Starboard boat caught one & the main  
boat middle and latter part much  
the same part running the land down  
Latitude

Longitude

Monday January 4th 1864

commenced moderate from the N.E. at  
during about S.E. at 10 AM. part  
island, there being a large lagoon to the  
Eastward of it. I believe they called  
Across and I think the island was  
on the 2nd was not the one at a short  
distance out on during the night. at  
the side was in with the spoke the boat  
was from the Ship Boat Council Geo. Howland & John D. ...

... this season, had seen a few what the ...

The crew of the ship was very small but  
 managed to get through the ice  
 and returned to the ship  
 in the middle of the day. The ice was  
 very hard and the ship was  
 pushed to the S.W. then  
 they went to the  
 first station

Wednesday January 18th  
 went out in the morning to  
 anchor under the Cape  
 and from here we then  
 left it all  
 here. went to  
 back

Thursday January 19th  
 went out this morning and  
 chased whales  
 all day. saw a number but  
 did not strike

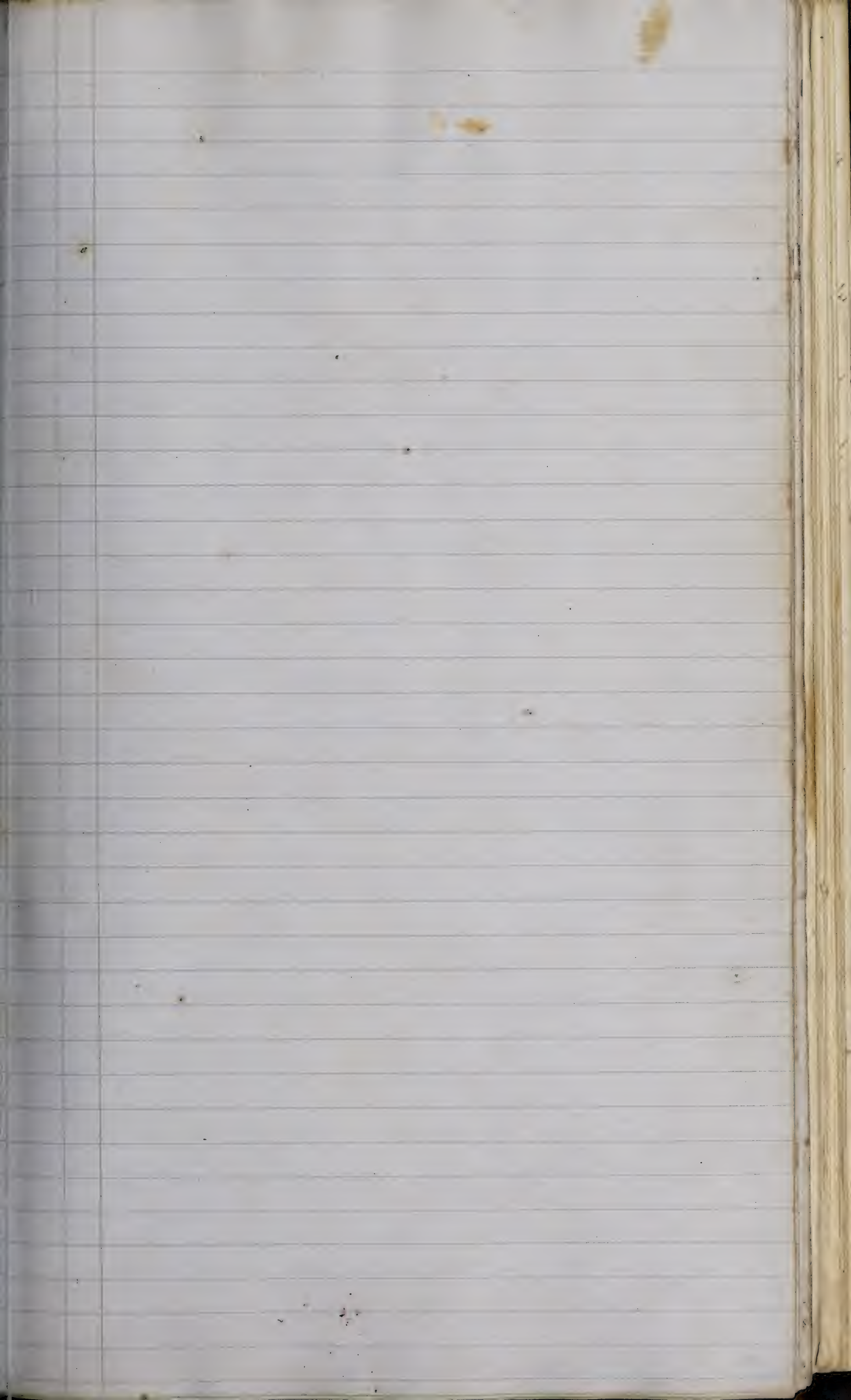
Friday January 20th  
 towed all four boats and  
 went all day  
 the S.W. boat struck and  
 the ice  
 broke

Saturday January 21st  
 towed all four boats. the  
 S.W. boat struck a  
 humback and held him  
 about 20 minutes of water.  
 when we  
 about 10th  
 evening

Sunday January 22nd  
 this morning towed the  
 S.W. boat. we  
 got engaged in cutting  
 finished about 6  
 at

Monday January 23rd  
 towed the four boats  
 on boat  
 towing





Monday February 28th 1864

February 28th. Fine day. Sunday 28th  
at 11th. Steer up and made out with  
sliding to the S. E. in company with  
the cutter. Some down to the sea  
Dance. <sup>and with</sup> some <sup>moderately</sup>

Sunday Feb 28th

Tuesday February 29th

commenced light air and <sup>gentle</sup>  
so through the day. at 3 PM went  
out and went along side of the  
Steamer Oregon from San Francisco  
bound to San Pass. Some sent some  
letters to her and we obtained  
for California papers and found  
them the Alabama was in the  
Pacific waters middle and late  
February. The gas was  
quite - correct to do as usual  
to hold

Wednesday March 1st

Wednesday March 1st

commenced with light air and  
went at 5 PM light breeze so out

Thursday March 2nd

commenced with a light air. at  
came to anchor of Cape St Lucas in  
90 fathoms & water

Friday March 3rd

commenced light breeze. the sea  
getting of recruits. seven boats in  
the chase. one bullet in sea. some  
sweet potatoes. during the afternoon  
number of Mexican women came on  
during the night. two were captured  
a John Dine & William Swan. at about  
2 PM went to sea with a good breeze  
I under easy sail a good speed  
hour

Latitude 21.20  
Longitude 109.59



The Arctic Ocean from the Bering to the S. Island

Friday March 4th 1864

commenced moderate steering to the South at 10 A.M. made land, middle and left side much like the low part of last year.

Lat 18.42

Saturday March 5th 1864

commenced with about 200 lb. toward the S. side of the W. duck a few miles back. Later on the row and much the way at daylight light breeze with a few miles back the S. side of the W. duck. The whole rather like the low part of last year. Light breeze from the S. side.

Lat 19.10 Long 110.27

Sunday March 6th 1864

commenced light steering to the Southward in another island at 9 A.M. with the wind standing of shore. at daylight saw the low part of 9.30 A.M. I saw the S. side of the W. duck. The wind very strong came along with about 11 A.M. later the wind from the S. side.

Latitude 18.35

Longitude 110.48

Monday March 7th 1864

commenced with very much wind at 10 A.M. with a bit of a squall at 4 P.M. passed with the ship toward 41 about 1300 miles or more north from here. with one other row from the S. side of the W. duck.

Latitude 11.12

Longitude 113.20

Tuesday March 8th 1864

commenced with a fresh breeze from the S. side all day steering N. by E. and then the ship was steering the S. side of the W. duck. middle and left side.

Lat 17.36

Long 114.27

Vertical text on the left margin, possibly a page number or reference.

Vertical text on the bottom left margin, possibly a page number or reference.

Wednesday March 11th 1864  
commenced light from the S. E. at 10 AM  
sail set steering to the wind heading  
N. E. by S. latter part light at 10 AM  
went down the cutting for work

Latitude 17° 15'  
Longitude 117° 15'

Thursday March 12th 1864  
commenced light from the S. E.  
sail set steering to the Westward. employed  
ship duty. at 9 AM took in the Starboard  
to repair middle.

Latitude 17° 15' North  
Longitude 117° 18' West

Friday March 13th 1864  
commenced with a light breeze from the  
all sail set heading to the Westward. employed  
in ship duty and repairing the Starboard

Latitude 17° 32' Longitude 117° 00'

commenced light all sail set steering  
at the fore part but the inboard part  
and took in the Mainmast to repair  
middle and latter part light much in  
the fore part. at 11 AM took the topmast  
studding sail and set it. No observation.

Sunday March 13th 1864

commenced light from the Eastward  
at 10 AM but the lower studding sail  
set in middle and latter part much in  
the fore part

Latitude 18° 06'  
Longitude 122° 08'

Monday March 14th 1864

commenced light all sail set steering  
at 6 AM stars from the Eastward  
at 8 studding sail in. for passed a ship  
to the S. E. at 11 set the studding sail  
again. wind moderate

Latitude 18° 18'  
Longitude 124° 36'

Saw a Bank standing  
to the S. E. in the West

on the coast of California to the Sandwich Islands

Tuesday March 13th / 64

commenced fresh from the E all sail set steering  $W \frac{1}{2} S$  at 4 P.M. put the main boat out and took in the fore boat. middle and latter part moderate Latitude  $18.22 N$

Longitude  $126.19 W$

Wednesday March 14th / 64

commenced moderate from the N.E. all sail set steering  $W \frac{1}{2} S$ . middle part moderate latter part fresh employs overhauling all the blocks & repairing the Bow Boat. Latitude  $18.25 N$

Longitude  $129.30 W$

Thursday March 15th / 64

commenced fresh from about N.W. all sail set steering  $W \frac{1}{2} S$ . at 1 P.M. had a cation sale of a part of Mr G. H. Cranston's sh. terms cash or percentage on the price of the article. I made the purchaser's tax hats and one old under shirt first cost  $86 \frac{1}{4}$  sh. cost of percentage  $81.7 \frac{1}{2}$ . middle and latter part strong breeze all sail set Lat  $18.24 N$

Long  $132.43 W$

Friday March 18th / 64

commenced strong from the N.W. all sail set steering  $W \frac{1}{2} S$  employed in ship duty at 4 P.M. put the fore boat out. middle and latter part much like the fore part

Lat  $18.23 N$

Long  $136.21 W$

Saturday March 19th / 64

commenced fresh from the N.E. all sail set steering  $W \frac{1}{2} S$ . middle and latter part very unpleasant in ship duty and repairing the old starboard boat. Lat  $18.28 N$  Long  $139.54 W$

Sunday March 20th / 64

commenced strong all sail set steering  $W \frac{1}{2} S$ . wind at E middle and latter part much like the fore part

Lat  $18.10 N$

Latitude  $18.28 N$

Long  $143.47 W$

Longitude  $134.57 W$

Remarks on board Ship Geo S. Capt. Capt.

Monday March 21st / 64

commenced work from the N.E. to S.W. in  
striking the middle and latter part - and  
the fore part - employed the latter part - making  
out into & raising the mainmast.

Latitude 19.00 Longitude 147.00

Tuesday March 22nd / 64

commenced work from the Eastward all sail  
striking N.E. at 5 AM bent the mainmast  
employed the latter part - making beam-ends

Latitude 19.15 Longitude 151.05

Wednesday March 23rd / 64

commenced work from about E all sail set  
West - middle and latter part - much like the  
fore part - employed in ship duty. Lat

Longitude

Thursday March 24th / 64

commenced work from the Eastward all sail set  
striking N.E. at 6 AM bent the mainmast  
at 11 AM bent the foremast - at 4 PM  
put the anchors of the bow - at 11 AM  
bent the mainmast - at 12 AM  
and latter part -

Note This days work is thirty six hours long. I found  
it to be here for you

Friday March 25th

this morning broke out all the water  
on the port side and repaired the head  
mast of them being rotten. razing razing

Saturday 26

commenced razing. during the fore part  
got a raft from the shore and stored  
it in the fore part. I put the evening  
from the Ship Station

Sunday March 27th / 64

commenced razing - at 9 AM quite finished  
This place went whole and new to church. Note that  
all the things for the ship - here the rear

distance run during  
the 24 hours is 290 miles

worked at West, March 24

of Hill St. Arrived on the 24th of March

Monday March 28th 1864

commenced quite pleasant in the place.  
employed getting up stacks and getting of  
water and stowing it down. To day the  
Black Gratitude arrived to go from the ship  
with 110 signal.

Tuesday March 29th 1864

commenced raining employed through the day  
in stowing down water and getting up  
stacks for water. getting a rope through the  
reef the rope parted and the whole  
ref went adrift. but we got them again  
to day the 4th Dr Ship Brunswick arrived  
with 200 shells.

Wednesday March 30

commenced raining employed in stowing down  
water and landing boxes of oil. this  
morning received 108 from Mrs Marble  
Took four lbs of bread on board from the  
store house.

Thursday March 31st 1864

employed the fore part getting wood from  
the Black Gratitude, and water from the store  
latter part stowing down down the water between  
decks and washing of the deck a little. one vessel  
arrived but not for foreign mail.

Friday April 1st 1864

this morning the starboard watch went on  
shore liberty, carried some iron work to the  
Blacksmith, brought of some lumber. had  
a good shower of rain washed of decks  
and copper read the papers wrote up my log  
and commenced to finish a little.

Saturday April 2nd 1864

to day the starboard watch went on liberty, latter  
part raining so much.

Sunday April 3rd. to day more of

landed on shore. latter part raining. Sailed at 4 o'clock

At anchor of Toake & sailed on 10th April 64

Monday April 4th 64

to day pleasant all day the Port watch on liberty

Tuesday April 5th 64

commenced pleasure the Starboard watch on board having liberty at 4 AM all on board ship ready sea waiting for a wind. Ship's 6 hands for time called all hands here up and were to sea good the latter part of the day. this day is for 12 hours to Wednesday noon

Wednesday April 6th Sea time

at 2 AM called all hands here up and were to sea latter part of day. this day is for 12 hours

Thursday April 7th

commenced light running from Toake for Toake middle and latter part light air at 7 AM spoke the Bark Martha 2nd Capt. Smith being whole crew sick. she having wind of the island and about 120 sperm. about 12 came to anchor of Toake

Friday April 8th 64

commenced pleasure and continued so all the day. at 9 AM sent down the fore topsail and reefed it at 11 AM hoist it again Mr. Hoag & Mr. Ashby went gunning and killed nearly 30 Wild Pigeons.

Saturday April 9th

pleasant. nothing worthy of notice to day. P. Remick & Talline is outside

Sunday April 10th

commenced nearly calm at 4 AM got under way with 60 hands. about 7 AM commenced to leave the wind went to sea the Ship Tobias left the same time. during the middle part wind very fresh with rain accompanied with light rain the latter part night

Monday April 11<sup>th</sup> / 64

commenced light breeze studding sail set sails  
about 10 A.M. at 2 P.M. wind about Force 4 middle  
and latter part light at daylight raised Mast  
storing middle part about - WNW

Tuesday April 12<sup>th</sup> / 64

commenced light wind from the Eastward middle  
and latter part nearly calm at 8 A.M. the starboard  
boat went on shore

Wednesday April 13<sup>th</sup> / 64

commenced with a calm at 10 A.M. toward the West  
Bow boat and stowed about four hours. The current  
setting to the eastward the ship was becalmed  
of Simon Head and in the course of 6 hours was set  
west of up to Coacoa Head at 8 P.M. moderate  
breeze worked toward Simon Head. at 6 the boat  
came off and brought of two letters to me one from  
C. J. the other one from B. B. & P. & L. F. B. small and  
latter part moderate.

Thursday April 14<sup>th</sup>

commenced with a fresh breeze from Eastward. at  
12 A.M. the Captain came on board made all sail  
steering at 5 P.M. stowed the chains down.  
Ship to 10 menabers. which makes twenty three  
men forward four Peablers carpenter stowage for  
four Officers Steward & Cook middle and latter  
part fresh at 1 A.M. the starboard boat  
went at 7 A.M. got three hogs and two  
barrels of wool

Friday April 15<sup>th</sup>

commenced with strong breeze going off  
9 on at 4 A.M. at 10 A.M. left the ship  
of and run down to the other beam used  
up. middle part strong latter part  
moderate

of 9 on to an 11 on 11 on

Spring of 9 on to 11 on 11 on

Remarks on board Ship Gov. Troup Capt

Saturday April 16<sup>th</sup> / 64

commenced moderate breeze of wind on  
the Aft. at 4<sup>30</sup> AM. wind fresh and  
stood along on the wind - middle part  
of the sail - moderate. Lat 21<sup>47</sup>

Long 161<sup>41</sup>

Sunday April 17<sup>th</sup> / 64

commenced moderate all sail set steering the  
middle and latter part fresh breeze from  
Eastward. one sail in sight - Lat 21<sup>36</sup>

Longitude 164<sup>52</sup>

Note My health appears to grow worse. I suffer very much  
being sick from stomach most of the time. my stomach  
appears to be very weak. my tongue is general  
very much coated which caused a very unpleasant  
taste in my mouth. and caused my breath  
to be very disagreeable. or something else causes it.  
My mind appears quite calm. I ascribe to be  
through the <sup>merits</sup> ~~merits~~ of Christ. I feel there is  
nothing more to be done to say. I ascribe to be saved  
by Christ, He must have work to correspond to  
our guilt. I do not want to be understood  
if I give my body for a sacrifice to be burnt  
that would save me, but guilt through Christ  
oh! that I was at home this evening that I  
could mingle my voice with those who  
will assemble themselves to night - to praise  
God and to present their supplications to him

Monday April 18<sup>th</sup>

commenced fresh from about East  
all sail set - steering the S. middle and  
latter part steering the N. Lat Long

Tuesday April 19<sup>th</sup> / 64

commenced fresh from the Eastward all sail  
steering the S. middle and latter part  
like the fore part employed making

one sail in sight Lat 22<sup>18</sup> N. Long 164<sup>05</sup>



411 The Sandwich Islands to the Arctic

Wednesday April 19th/64

commenced fresh from the Eastward steering  
all sail set: middle and latter part strong

Lat  $17^{\circ} 30' N$  Long  $178^{\circ} 29' W$

Thursday April 20th/64

commenced strong from the N.E. all sail set  
at 8 AM took in the main tudding sail. middle  
and latter part much like the fore part

at 3 AM single reefed the main top sail Lat  $23^{\circ} 10' N$

Long  $178^{\circ} 29' W$

Friday April 21st/64

commenced strong from the N.E. steering N.W.  
N by N fore & main topgallant sail set during the  
fore part broke out the stays middle and

latter part much like the fore part Lat  $24^{\circ} 50' N$

Long  $177^{\circ} 18' W$

Saturday April 22nd/64

commenced strong from the N.E. steering N.W.  
during the middle part took in the light  
sails latter part strong breeze employed the

fore part repairing the fore topgallant latter

part repairing the main topgallant

Latitude  $26^{\circ} 01' N$  Longitude  $179^{\circ} 11' W$

Sunday April 23rd

these twentyfour hours commenced strong from  
the N.E. steering N.W. ship under main topgal-  
lant sail at 2 AM single reefed the main topgallant

middle and latter part much like the fore

part. We are now east the meridian from

West into East longitude. Longitude  $179^{\circ} 15' E$

Latitude  $27^{\circ} 05' N$

Monday and call it Tuesday April 25th/64

commenced fresh from the N.E. steering N.W. ship  
employed the latter part repairing the main  
topgallant & main topgallant & making out fresh

water from the fore hold latter part moderate

Latitude  $27^{\circ} 14' N$

Longitude  $177^{\circ} 20' E$

Remarks on board Ship Gov. Truitt Capt. Wm. H. Truitt

Wednesday April 27<sup>th</sup> 1864

commenced light wind about 6 AM. steering  
employed the fore part repairing the main top  
at 1 P.M. hove in, at 3:30 P.M. toward the Starboard  
Main hove after blackfish. but without success  
at 6 P.M. took in the topgallant and dore  
reefed the topsails so ends this day Lat 39.12  
at 8 AM the forecast

was sail in sight

Longitude 176.11

Thursday April 28<sup>th</sup> 1864

commenced with a light gale from about N.W.  
steering by the wind. ship under double reef  
at 1 P.M. set the mainsail, at 2 turned the  
reefs out of the maintopail. middle and fore  
part much like the fore part. two sail in  
call one the Mercury Latitude 36.20

the sails in sight

Longitude 179.19

Friday April 29<sup>th</sup> 1864

commenced strong from the N.W. heading  
about N.W. under whole topsails at 8 AM  
employed the fore part repairing the forecast  
at 3 P.M. hove in. 5 AM set the main top  
middle part moderate all sail set. employed  
set up the foretopmast backstays Lat

Longitude

Saturday April 30<sup>th</sup> 1864

commenced moderate all sail set steering  
by the wind heading about N.W. by N.  
3 P.M. spoke and traded with the Bar  
Mercury 15 barrels of sperm since leaving  
at 10 took in the light sails at 8  
ship under double reef topsails latter for  
strong breeze from the North. employed the  
latter part biding a potato for  
decks. and getting a new line for the  
bow boat. at 9 AM put the logs  
down the main track so ends this

Spoke with the Mercury 15 sperm

Latitude 39.12

Longitude 169.14

Sunday May 30th / 64

commenced with a strong double reef topsail breeze from the heading

middle and latter part strong. Lat <sup>39° 40'</sup> 36° 51' 44" S

Longitude 168° 44' E

Monday May 2nd / 64

commenced strong from the N.E.W. heading to the N.W. at 3 P.M. gaged with the Bark Mercury. latter part light. employed braking out the sail for. Lat

Long E

Tuesday May 3rd / 64

commenced light employed braking out between decks

at 5 P.M. sent down fore & main topsail sent a new main topsail and sent the main topsail

up forward. at 10 P.M. moderate breeze from about South veering with square yards stearing

N.E.W. latter part rising wind from the S.E.W.

no observation to day Lat 41.30 S Long 168.07 E

Wednesday May 4th / 64

commenced with a fresh breeze from the Westward

saw several finbacks. steering N.E.W. at 7.30 A.M.

wind N.W. tacked ship and stood to the Westward.

latter part wind N.E. heading a head N.W.

Thursday May 5th / 64

commenced with a fresh breeze from the N.E.

stearing by the wind. middle and latter part much like the fore part.

Lat 45.55 South

Long 169.28 East

Friday May 6th / 64

commenced moderate from the N.E.W. heading

to the N.E.W. at 3 A.M. tacked ship and stood to N.E.

middle and latter part much like the fore part.

at 2 P.M. sent down main royal yard and sent up another

and sent another yard at 3 sent down the fore royal yard. employed

the latter part braking out between decks

Lat 46.22 S Long 165.00 E

Remarks on board Ship Gov. Trouph Capt. A. S.  
Saturday May 7th/64  
commenced moderate from the N.W. heading to  
the N.E. employed the fore part to work below  
decks. latter part heading to the N.W. latter  
part fresh breeze. sent the fore royal yard  
aloft to day. no sails. Latitude 49° 00' N  
I am sick and below Longitude 165° 37' E

Sunday May 8th/64  
commenced fresh at 6 P.M. took in some  
of light-sails. middle and latter part  
strong from the N.E. heading to the N.W.  
I am sick, all the light-sails in. Latitude 49° 54' N  
Longitude 163° 49' E

Monday May 9th  
commenced with a strong breeze from the N.  
I am sick, steering by the wind heading to the N.W.  
during the middle watch reefed the topsail  
during the morning watch took in the  
main-sail middle and latter part much  
same. Lat 49° 53' N Long 161° 22' E

Tuesday May 10th/64  
commenced fresh under double reefed topsail  
during the fore part made sail latter part  
wind from the S.E. steering N.W. by S and  
Latitude 50° 00' N Long 162° 12' E

Wednesday May 11th/64  
commenced moderate from the S.E. and  
set steering N.W. at 4 P.M. braced sharp  
latter part heading about N. strong breeze  
Longitude

Thursday May 12th/64  
commenced strong from the S.E. and  
to the N.W. at 6 P.M. set the light  
sails in. at 9 P.M. ship heading to  
the S.E. at 10 P.M. double reefed the topsail  
and yard. the jib latter part strong  
with frequent showers of snow. in evening  
thought I should have

in the bay of St. Lawrence Sea May 13th 1864

Friday May 13th 1864

the boat for hours commenced with a moderate gale from the NE... heading to the SE... the fore & main... the latter part much like the fore part... at 9 o'clock... the course was S by E... long 160 22 E

Saturday May 14th 1864

commenced with a moderate gale from above... heading about E... the courses hauled... middle part quite moderate and snow & rain at daylight... made sail... latter part light and quite warm... with one sail in sight at 11 o'clock... Bering Island

Lat of Longitude

Sunday May 15th 1864

commenced light heading to the NE... all sail set with the foreboard... the fore royal sheet and set the royal... middle... latter part... from the NE... Bering Island... the latitude of it Lat 55 25 N Long 165 28 E

Monday May 16th 1864

commenced with a gale from the NE... Bering Island... found the... about 4 PM... at 12 o'clock... heading to the NE... at 12 o'clock... was... the... though... a few seconds... probably it was a... middle and latter part... at 12 o'clock... S by E

Tuesday May 17th 1864

commenced with... middle part... at 12 o'clock... the... S by E

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Remarks on board Ship Geo Donk

Remarks on board the ship Geo Donk

commenced moderate from the N. the  
wind about 5 P.M. all sail set steering  
middle part. light latter part a  
gale from S.E. of the afternoon  
no more ice remaining. saw two  
and a few fine backs to day Lat 59 20

Thursday May 19<sup>th</sup> 1864

commenced fresh during the fore part  
at the light sails at 4 P.M. double reef  
fore & main the wind fresh the  
at 2 reefed the main top sail. at 4 P.M. light  
wind heading S.E. & E. was ship  
during the remainder of the day at 6 A.M. ran  
ice on the water beam. middle part  
wind from the S.E. Lat 59 20 Long 16 20

Friday May 20<sup>th</sup> 1864

commenced fresh from the E & S. at  
light sails at 2 P.M. main top  
sails set heading to the S. & E.  
middle part heading to the S. & E.  
at latter part moderate. saw  
but thin sparse scattering ice.

Lat 59 50 Long 16 20

Saturday May 21<sup>st</sup> 1864

commenced moderate all sail set  
by the wind heading to the N. at 4 P.M.  
lacked this heading to the S. & E.  
snowing. latter part heading to the N. & E.

Lat 59 50 Long 16 20

Sunday May 22<sup>nd</sup> 1864

commenced fresh from the S. & E. at  
at 2 P.M. set the fore top  
sails set. the wind fresh at 2 P.M. the main  
sails set. the ice was ship out about 10  
small amount of ice remaining

Lat 59 20 Long 16 20

Remarks on board the ship Geo Donk

Friday May 23<sup>rd</sup> 1864 Geo. G. Bowman, Master

Monday May 23<sup>rd</sup> 1864

commenced work at noon the S. E. wind blowing  
from the S. E. - mainly horizontal - bearing jib & c  
middle and outer part like heading to the

Latitude 58 45 N Longitude 16 20 W

Tuesday May 24<sup>th</sup> 1864

commenced light from the S. E. bearing from  
north west of the line S. E. middle part  
color like main part. sailing in ice

Latitude 58 45 N Longitude 17 15 W

Wednesday May 25<sup>th</sup> 1864

commenced moderate from the S. E. E. <sup>blowing</sup>  
blowing from the wind heading to the S. E. E.  
middle and outer part much like the ice

at 10 o'clock ship & crew to the S. E. side having  
come up to the field ice

Thursday May 26<sup>th</sup> 1864

commenced fresh from the E. at 10 o'clock. <sup>at 10 o'clock</sup>  
at 10 o'clock of the ice. running down the edge of the  
ice - getting a 4 o'clock the then a thick

thick snow storm. light to about 9 o'clock  
heading about 10 o'clock. at 10 o'clock moderate  
moderate. with heavy moderate and a light

snow storm at 11 o'clock at which <sup>at 11 o'clock</sup>  
mainly horizontal sailing to the S. E. E.

Friday May 27<sup>th</sup> 1864

commenced with a wind from the S. E. E. <sup>at 10 o'clock</sup>  
at 10 o'clock some of the sailing ice. at 10 o'clock  
at 10 o'clock and dead. the S. E. wind from

S. E. or S. W. wind to light light sailing  
fresh at 4 o'clock in ice all out at 10 o'clock  
up to the scattering ice. at 10 o'clock with

the German Ship *Arcturion* (to name of it)  
the *Arcturion*. During the latter part saw  
some ships sailing past. <sup>at 10 o'clock</sup>  
sailing and

morning

Remarks on board Ship Good Hope Capt. A.

Saturday May 27th 1744

... in the middle ... the ...

Sunday May 28th 1744

... at 2 PM came up to the ice ...  
... and latter part strong. saw the Sea Head ...  
... Lewis Lawrence at a distance. ...  
... sight. ... ends with snow

Monday May 29th 1744

... commenced show from the ...  
... and topsails ... to the board of the ...  
... with the ... Adams ...  
... a boat came along side from the ...  
... after ... middle and latter part ...  
... seen sails in sight and ...  
... a little snow

Lat 59.40  
Long 172.39

Tuesday May 30th 1744

... commenced ... receiving through the ...  
... ice leading to the ... the ice is ...  
... the ... in sight ...  
... with the ... dark thick ...  
... Cape ... middle ...  
... track in clear water ...  
... to work ... to the south

Wednesday May 31st 1744

... commenced ... to the ...  
... ice ... the ...  
... with the ... Adams ...  
... and ... in middle ...  
... sight ...

... see a ... in ...

... 11th ...



in the Bhering Sea among the Ice  
 Thursday June 23rd 1864  
 commenced with a fresh wind from the NE. ed all  
 the morning to the westward. about 11 AM gained  
 with the Europa 212 at base Stewart. 11 AM  
 and the Europa 212 at base Stewart.

Friday June 24th 1864  
 commenced with a fresh wind from the NE. ed ship under  
 short sail in to the windward. middle and after  
 part thick fog with a little snow. the rigging  
 covered with sleet at 9 AM whole of the day.

Saturday June 25th 1864  
 commenced moderate & foggy at 4 AM gained with  
 the Ship Europa 212 again between seasons. the E  
 gaining with the Ship Europa 212 again. middle  
 and after part thick and strong breeze from  
 the NE. at 9 AM up the topsails & yarded the courses  
 in the fore gained with the Europa again  
 Ship under short sail at base Stewart.

Sunday June 26th 1864  
 commenced fresh wind from the NE. ed during  
 the middle part of the night. both courses  
 working to the NE. ed gaining the fore all  
 with the Europa. latter part with sailing up  
 through the ice.

Monday June 27th 1864  
 commenced fresh from the NE. ed, working  
 to the NE. ed. down sail in sight. middle part  
 fresh to the fore & middle, in the ice.

Tuesday June 28th 1864  
 commenced light working to the NE. ed  
 with the Ship Europa 212. middle part  
 light to the fore. middle part  
 to the westward going out of the ice.

The ship was in sight with the Europa 212 at base Stewart.

Remarks on board Ship Snow Goose Capt. H. H.  
Wednesday June 8th 1854  
commenced light - driven to S. by  
ice - went to the south end of the ice  
mass - and we were much in the  
middle

Thursday June 9th 1854  
commenced light - going just to the south  
the ice gained with the Bark Massachusetts  
Abilo. Mt. Hallastor & Bark Cavalier. with  
latter part light - 32 - sails in sight. a  
broke out water from the after hatch

Lat 59° 56' N Long 175° 19' W  
Friday June 10th 1854  
commenced with a light - bag from the  
S. by - steering to the N. E. by E. through  
the ice at - 10th gained with the Bark  
Leaps - Massachusetts (late H. P. Paily which  
few weeks ago) middle and latter part  
the ice part with the collision of  
ice running through the ice

Saturday June 11th 1854  
commenced light - from the S. by - steering  
the N. E. by E. at - steering to the N. E. by E.  
the ice part - more moderate at - Hall  
the ice part  
60u 58  
179 24

Sunday June 12th 1854  
commenced light - from the S. by - steering  
the N. E. by E. at - steering to the N. E. by E.  
the ice part - more moderate at - Hall  
the ice part  
60u 51  
179 11  
Monday June 13th 1854  
commenced light - from the S. by - steering  
the N. E. by E. at - steering to the N. E. by E.  
the ice part - more moderate at - Hall  
the ice part  
60u 51  
179 11

Remarks on board Ship Snow Goose Capt. H. H.

Tuesday June 14 1864

Commenced stowing from the Id. at 10 o'clock  
going to the Id. Ed. at 11 o'clock to the  
and this is at 4 o'clock with the Ship Doctor  
with a large amount of work done in the  
day

Wednesday June 15 1864

Commenced stowing from the Id.  
at 10 o'clock and at 11 o'clock the Ship  
Doctor was on board about 10 minutes.  
Commenced stowing to the Id. Ed. at 1 o'clock  
brought up as the ice was open and water to the  
Id. Ed. up to the wind and water to  
the Id. again at 3 o'clock strong reached the Major  
at 4 o'clock the F. D. Main repairs at 11 o'clock  
and at 12 o'clock the job is present and  
will be right - Lat 63 13' Long 141 31 W

Thursday June 16 1864

Commenced stowing from the Id. at 1 o'clock  
up to the yard. At 11 o'clock the  
also reached repairs up to the ice being a back  
most of the time as well as with  
the Ship Doctor. middle part reached at the  
past night

George S. Proctor. Dr to Ship Sec. Beach & Co. 1863.

Honolulu May 1st/63 Postage \$ 01

" Honolulu " 1st/63 paper & letters to the states

" " " bought on a box from Honolulu 15

" " " 2nd/63. \$5 to go to a Doctor 5

" " " Postage on letters to the states 00

" " " 14th/63 one of 1 paper

At Sea March 16/64 bought at auction. Mr. Cranston gave

one under shirt 6/4 of one volume but 5/4 on 1/20 6/4 01

Hilo April 2nd/64 Postage on 5 letters to the states 09

" " " cash \$3 01

" " April 4th cash \$1.30

Honolulu April 13th to ten letters to the states 19 Feb. 70 100

letters 2cts = 4cts two papers = 2cts = 4. and two letters from

San Francisco 7cts = 14 April 14 one letter double postage 20 192 04

At Sea April 14th/64 one letter to the states double postage 10

at Sea April 20th/64. one tin soap

April 20th/64 15 pounds of white soap

Hilo Oct 20th/64 Postage on ten letters 7.5

Oct 26th one letter 1/4 one paper

two two letters. 14 cts each.

Nov 9 to 15 about 7 letters. 8/7 about 12. 12 12

San Diego March 185 } he had bought the other 5

Nov 20th 75 five dollars cash \$20.50 of Mr. Hays 2

During the fall part of Nov to six letters 17.5 01

Nov 24 one letter 17

Cape St. Lucas Jan 30th/65 to four letters

Hilo March 21st/64 Postage from Hilo to the states

" " " Postage on three letters to the states 10 = 30 17

" " " 12 pounds of oil soap

" " " 25th 5 five dollar bank 15

" " " 29 ten letters from Hilo one marked 129 the other 7

" " " " two boxes of soap

" " " 27 \$3 three dollars cash

Hilo April 19 one letter & package of paper from

Hilo " " one letter from San Francisco 7

Honolulu " 22nd Cash \$2 02

" " " one letter from Hilo 12

Postage from Hilo to the states in 1864

23 <sup>rd</sup> / 65.	to two pound of Tobacco		
	one paper of bills.		
24 <sup>th</sup>	one pound of Tobacco		
25 <sup>th</sup>	to Cash \$10	05	00
26 <sup>th</sup>	to Cash \$10	10	00
27 <sup>th</sup>	" " \$10	10	00
28 <sup>th</sup>	" " \$10	10	00
29 <sup>th</sup>	" " \$10	10	00
30 <sup>th</sup>	" " \$10	10	00
31 <sup>st</sup>	" " \$10	10	00
1 <sup>st</sup> Dec	to Cash \$1	01	00
2 <sup>nd</sup>	to Cash \$1	01	00
3 <sup>rd</sup>	to Cash \$1	01	00
4 <sup>th</sup>	to Cash \$1	01	00
5 <sup>th</sup>	to Cash \$1	01	00
6 <sup>th</sup>	to Cash \$1	01	00
7 <sup>th</sup>	to Cash \$1	01	00
8 <sup>th</sup>	to Cash \$1	01	00
9 <sup>th</sup>	to Cash \$1	01	00
10 <sup>th</sup>	to Cash \$1	01	00
11 <sup>th</sup>	to Cash \$1	01	00
12 <sup>th</sup>	to Cash \$1	01	00
13 <sup>th</sup>	to Cash \$1	01	00
14 <sup>th</sup>	to Cash \$1	01	00
15 <sup>th</sup>	to Cash \$1	01	00
16 <sup>th</sup>	to Cash \$1	01	00
17 <sup>th</sup>	to Cash \$1	01	00
18 <sup>th</sup>	to Cash \$1	01	00
19 <sup>th</sup>	to Cash \$1	01	00
20 <sup>th</sup>	to Cash \$1	01	00
21 <sup>st</sup>	to Cash \$1	01	00
22 <sup>nd</sup>	to Cash \$1	01	00
23 <sup>rd</sup>	to Cash \$1	01	00
24 <sup>th</sup>	to Cash \$1	01	00
25 <sup>th</sup>	to Cash \$1	01	00
26 <sup>th</sup>	to Cash \$1	01	00
27 <sup>th</sup>	to Cash \$1	01	00
28 <sup>th</sup>	to Cash \$1	01	00
29 <sup>th</sup>	to Cash \$1	01	00
30 <sup>th</sup>	to Cash \$1	01	00
31 <sup>st</sup>	to Cash \$1	01	00

1<sup>st</sup> Dec 1865 my postage was \$1.11. I don't know whether it was paid or not.  
 2<sup>nd</sup> Dec 1865 to 1/2 lb of thread  
 3<sup>rd</sup> Dec 1865 postage on a letter from Cape Cod  
 4<sup>th</sup> Dec 1865 one pair of thick pumps  
 5<sup>th</sup> Dec 1865 postage on 9 letters 1.06 & one paper 2.00  
 6<sup>th</sup> Dec 1865 Cash \$5  
 7<sup>th</sup> Dec 1865 " " \$10  
 8<sup>th</sup> Dec 1865 " " \$3  
 9<sup>th</sup> Dec 1865 " " \$1.50  
 10<sup>th</sup> Dec 1865 Postage on 4 letters 7<sup>th</sup> from Cal 28 00 28  
 11<sup>th</sup> Dec 1865 " " 3 letters to Massachusetts 10 30 30  
 12<sup>th</sup> Dec 1865 to two pounds of Tobacco  
 13<sup>th</sup> Dec 1865 to ten dollar cash 10 00  
 14<sup>th</sup> Dec 1865 Tobacco wrap 7 50

15<sup>th</sup> Dec 1865 Cash \$25 twenty five dollars 25 00  
 16<sup>th</sup> Dec 1865 one pair of double sole pumps  
 17<sup>th</sup> Dec 1865 one sheath knife

Letters received during the voyage and since whom  
Honolulu April 29th/63

Henry S. Bowman No 1 write Jan 1/63. Lydia M. J. Hoey Jan 1/63

George S. Robinson No 1 & No 2 Jan 1/63. F. K. L. Feb 4th/63

E. W. Smith Jan 4th/63. Reuben E. Freeman Feb 21st/63

David C. Nash Jan 7. 1861 No 2. Jan 11th/63

Adelia Tanner Jan 11th/63. 2347 No 1. 1861

John H. Smith Feb 1st/63. Jan 1st/63. Feb 16th/63. 1861

1861 No 2. 1861 No 1. 1861 No 1. Beardley 1 October 1

1861. 1861 No 1. 1861 No 1

~~in June 1822. 1823 to 31. July 1824 to 24. 1824~~

4	2	16	32	
5	7	17	33	
6	10	18	34	
7	11	19	35	
8	12	20	36	
10	13	21	37	
11	14	22	38	
<del>14</del> 4	15	23	39	
15	20	24	40	
18	21	25	41	
19	22	26	42	
22	23	27	43	
23	<del>24</del> 24	28	44	
26	24	29	45	
27	<del>30</del> 30	30	46	
30	31	31	47	
31	<del>32</del> 32	40	48	
34	37	41	49	
35	38	42	50	
38	39	43	51	
39	<del>40</del> 44	44	52	
42	45	45	53	
43	46	46	54	
46	47	47	55	
47	<del>52</del> 47	<del>56</del> 46	56	
50	53	57	57	
51	54	58	58	
54	55	59	59	
55	60	60	60	
58	61	61	<del>61</del> 61	
58	63	62	<del>62</del> 62	
60	64	64	63	
63				

List of letters sent home during the voyage I was in  
Ship Governor's Troop, to whom and when dated.

George L. Bowman

Henry Bowman, 1st Lt. Dec 17<sup>th</sup> /62. No 2<sup>nd</sup> wrote 1<sup>st</sup>  
No 1<sup>st</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 2<sup>nd</sup> wrote Dec 3<sup>rd</sup> /62 Feb 1<sup>st</sup> /63  
No 3<sup>rd</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 4<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 5<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 6<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 7<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 8<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 9<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66  
No 10<sup>th</sup> wrote March 15<sup>th</sup> /66 April 7<sup>th</sup> /66

Reuben C. Bowman, 1st Lt. Dec 17<sup>th</sup> /62. No 1<sup>st</sup> wrote  
No 2<sup>nd</sup> wrote March 26<sup>th</sup> /63 No 3<sup>rd</sup> wrote March 29<sup>th</sup> /63  
No 4<sup>th</sup> wrote March 26<sup>th</sup> /63 No 5<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 6<sup>th</sup> wrote March 26<sup>th</sup> /63 No 7<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 8<sup>th</sup> wrote March 26<sup>th</sup> /63 No 9<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 10<sup>th</sup> wrote March 26<sup>th</sup> /63 No 11<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 12<sup>th</sup> wrote March 26<sup>th</sup> /63 No 13<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 14<sup>th</sup> wrote March 26<sup>th</sup> /63 No 15<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 16<sup>th</sup> wrote March 26<sup>th</sup> /63 No 17<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 18<sup>th</sup> wrote March 26<sup>th</sup> /63 No 19<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 20<sup>th</sup> wrote March 26<sup>th</sup> /63 No 21<sup>st</sup> wrote March 29<sup>th</sup> /63  
No 22<sup>nd</sup> wrote March 26<sup>th</sup> /63 No 23<sup>rd</sup> wrote March 29<sup>th</sup> /63  
No 24<sup>th</sup> wrote March 26<sup>th</sup> /63 No 25<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 26<sup>th</sup> wrote March 26<sup>th</sup> /63 No 27<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 28<sup>th</sup> wrote March 26<sup>th</sup> /63 No 29<sup>th</sup> wrote March 29<sup>th</sup> /63  
No 30<sup>th</sup> wrote March 26<sup>th</sup> /63 No 31<sup>st</sup> wrote March 29<sup>th</sup> /63

Mrs. Dixie D. George & Mark, 1st Lt. Jan 10<sup>th</sup> /63. No 1<sup>st</sup> wrote  
No 2<sup>nd</sup> wrote Oct 23<sup>rd</sup> /62 No 3<sup>rd</sup> wrote March 1<sup>st</sup> /66  
No 4<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 5<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 6<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 7<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 8<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 9<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 10<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 11<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 12<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 13<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 14<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 15<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 16<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 17<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 18<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 19<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 20<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 21<sup>st</sup> wrote March 1<sup>st</sup> /66  
No 22<sup>nd</sup> wrote Oct 23<sup>rd</sup> /62 No 23<sup>rd</sup> wrote March 1<sup>st</sup> /66  
No 24<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 25<sup>th</sup> wrote March 1<sup>st</sup> /66  
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No 28<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 29<sup>th</sup> wrote March 1<sup>st</sup> /66  
No 30<sup>th</sup> wrote Oct 23<sup>rd</sup> /62 No 31<sup>st</sup> wrote March 1<sup>st</sup> /66

Henry & Harriet wrote Jan 5<sup>th</sup> /63 sent from Honolulu

George & Eva Bliss wrote March 21<sup>st</sup> /63

Robert & Adelaide wrote April 2<sup>nd</sup> /63 No 2 wrote April 8<sup>th</sup> /63  
No 3 wrote April 10<sup>th</sup> /63 No 4 wrote March 20<sup>th</sup> /63 No 5 wrote April 26<sup>th</sup> /63

L. J. S. 1<sup>st</sup> 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>



Handwritten text at the top of the page, possibly a header or a list item.

Handwritten text, possibly a date and location: "March 15/64".

Handwritten text, possibly a date and location: "April 29th/65".

Handwritten text, possibly a name and date: "Celia Sauer wrote April 2-5/29 mailed in Hawaii".

Handwritten text, possibly a list of dates and locations: "April 15th sent from Aloha...".

Handwritten text, possibly a name and date: "Marshal Hinckley April 7/63...".

Handwritten text, possibly a name and date: "Elvira S. Wickham wrote August 30th/63...".

Handwritten text, possibly a name and date: "Miss G. Hoyle wrote September 19th/63...".

Handwritten text, possibly a name and date: "Miss Robinson wrote...".

Handwritten text, possibly a name and date: "James Thrum...".

Handwritten text, possibly a name and date: "William Wright...".

Whale Struck (S) struck the whale same (week) (E) day  
S B June 26th struck a Sparrow and more  
June 26th one Ripback (S) June 26th one Sparrow (S) August 1st struck  
one Sparrow and one Ripback (No 4) July 1st struck a Sparrow  
July 1st 6 (S) June 14 a Ripback (No 7) the iron spike, Jan  
1st 8 (S) June 1st struck (S) for June 1st a Sparrow (S)  
Feb 3rd struck a Ripback (S) July 11

W B June 26th one Ripback (S) No 1 June 26th  
one Sparrow one Ripback No 3 (S) March  
struck a humpback calf killed the calf and  
parted from the cow No 4

R B June 1st struck a Ripback got stone and cut off  
one Ripback No 2 (S) June 1st a Ripback No 3 iron cup the  
cup No 3



July 1st/69 wrote one to Mr. H. A. S. ...  
in Calais Maine

July 1st/69 wrote one to Mr. H. A. S. ...  
in Calais Maine

July 1st/69 wrote one to Mr. H. A. S. ...  
in Calais Maine

July 1st/69 wrote one to Mr. H. A. S. ...  
in Calais Maine

July 17th/69 wrote one to Louisa J. ...  
October 12th: sent a letter to Nathan ...  
in Milton

July 18th/69 wrote one to ...  
Mailed it in Calais

July 18th/69 wrote one to Daniel B. ...  
Mailed in Calais

July 19th/69 wrote one to ...  
and mailed in Calais

July 19th/69 wrote one to ...  
Mailed it in Calais

Copy of a letter from Henry saying the boys  
were in the Bay. Chandler Price Cape Breton  
July 1462.

Letter from Henry & Bowman enclosed  
in Eastport Maine No 1 July 18th and a letter  
should in Calais No 2 July 20th and a letter  
No 3. Dated 13th and a letter to H.P.P. dated  
in Picton September 4th see also H.P.P. for the same

11

Celia Sawyer

Letter enclosed in Eastport Maine No 1  
sent on to G. T. Mailed in Calais No 2 September 4th  
sent to G. T. mailed in Free Scotland No 3

Abdullah Bowman

Letter 3rd page mailed in Calais Maine  
10th and a letter from H.P.P. dated  
a letter to H.P.P. to H.P.P. in name of G. T. Mailed

Marshal Frankly  
Marshall H. H. H. H.

Letter July 17th and sent to H.P.P.

Capt Samuel Lawrence

Letter about July 20th and mailed in Calais No 1

Letter sent out to H.P.P. mailed in Free  
Scotland Bowman

Letter October 6th/62. Mailed on the 7th in Picton















911 7 600  
911 1 28

14,70  
26,187  
29,12.  
15,76  

---

66,45.  
10,187  
10,185  
10,164  
6,137  

---

123,14  

---

126,93

67  
6  
1



On board Ship Governor Bay 4th 6th 1771

A reader Sea, crossing for - have Sec I. B. ...  
Friday June 17th 1864

Two went your hours commenced with a light  
... the ice ... middle and after part ...  
... the fog let up saw no ...

Saturday June 18th 1864

Two went your hours commenced moderate  
... the fog let up saw no ...

Sunday June 19th 1864

Two went your hours commenced with a light  
... the fog let up saw no ...  
... the fog let up saw no ...

Monday June 20th 1864

Two went your hours commenced with a light  
... the fog let up saw no ...

Tuesday June 21st 1864

Two went your hours commenced with a light  
... the fog let up saw no ...  
... the fog let up saw no ...







# Ship for Ice

Monday July 1st 1864

... out about 30 fathoms from the water's edge, ... did not appear to do much good ... and washed it under the lead anchor ... in sight from about out in clear water ... Cape Siberia & point in sight Lat 64 30 Long 168 40

Tuesday July 2nd 1864

The first few hours commenced with a ... air from the S.W. ... in the ice ... at all ... scraped ... during the remainder of the day ... about half a mile Lat 68 Long 168 40

Wednesday July 3rd 1864

... with a ... air ... the ship through the ice ... a stack of ice ... a number of whales ... and a thick fog Lat 64 50 Long 168 40

Thursday July 4th 1864

The second few hours commenced with a ... & thick fog from the southward ... the ship in sight ... a number came on board ... the line about one mile

Friday July 5th 1864

... thick ... in the ice ... the South ... Lat 69 20 Long 168 40

Saturday July 6th 1864

... wind ... during the ... the ice ... the ... Lat 68 40 Long 168 40

vertical text in the left margin: ... had ... in the ...



The weather is variable & the sea is very rough. The wind is from the N.W. & the rain is very much.

Remarks on board Ship Geo Group Capt  
Sunday July 10th 64  
commenced with a fresh breeze from the N.W.  
standing to the S.W. with the head wind about  
10 miles. The water part of the day caught four  
fishes

Monday July 11th  
commenced with a fresh breeze from the N.W.  
standing to the S.W. at 7 AM. quarter  
to 11 AM.

Tuesday July 12th 64  
commenced with a fresh breeze from the N.W. with sea  
to the S.W. standing to the S.W. with the head wind about  
10 miles. The water part of the day caught four  
fishes. At 3 AM. saw ice sight in  
part from the N.W. thick fog

Wednesday July 13th 64  
then went four hours commenced with a  
breeze from the N.W. under topsails, course  
for standing to the S.W. at 4 AM. the  
head to the N.W. with the sea about 10 miles

Leat 6 on Oct Long 169039.7  
Thursday July 14th 64  
then went four hours commenced with a  
breeze from the N.W. under topsails & courses.  
double reefed all around found the main sail & jib  
to be reefed the fore topsails middle reef taken  
much the (sails) same. at 4.30 AM. spoke the  
Leat - 67150

Friday July 15th 64  
commenced about dawn (the) N.W. under short  
with a rather fair much like the fore part

Saturday July 16th 64  
commenced about dawn from the N.W. under  
at 6 AM. had double reef topsails & courses. jib  
at 7 AM. saw ice sight in sight at 10 AM. saw  
a thin ice to the W. winded. at 10 AM. saw  
ice from the N.W. about 10 miles. at 11 AM.  
at 1 PM. saw ice sight in sight. 68.

Sunday July 17th 64 168  
commenced about dawn from the N.W. under  
the N.W. under topsails & courses. saw ice  
near midnight. at 1 AM. saw ice sight  
the N.W. about 10 miles. at 11 AM.  
at 1 PM. saw ice sight in sight. 68.

to the ... of the ...  
... ..  
... ..  
... ..

... ..  
... ..  
... ..

... ..  
... ..  
... ..

... ..  
... ..  
... ..

Friday July 22  
... ..  
... ..

Saturday July 23  
... ..  
... ..

Sunday July 24  
... ..  
... ..

Remarks on board Ship Gov. Vane Cape Verde

Monday July 24<sup>th</sup> 1764

At 10 AM we began our voyage with a fair wind  
S. by E ship and 1/2 sail forward a job at  
midnight the sun is in sight light fair weather  
and calm sea much like the first part of the  
voyage. Longitude 21<sup>1/2</sup>

Tuesday July 25<sup>th</sup> 1764

Commenced with a strong breeze from the S. by E  
at 10 AM and the sea in the afternoon  
the wind was much more and the sea  
at the same time middle part of the  
sails the topsails were at the main  
11:30 we had the topsails out of the main  
at 12 noon

Wednesday July 26<sup>th</sup> 1764

Commenced with a strong breeze from the S. by E  
gained with the Ship Anomada. midday  
light fair weather at 10 AM the ship  
stood to the S. by E. and took in flying jib  
regularly in evening at 6 PM Long 16<sup>1/2</sup>

Thursday July 27<sup>th</sup> 1764

At 10 AM we began our voyage with a fair wind  
breeze from the S. by E Ship under 1/2 sail  
a job heading to the S. by E at 6 PM  
at the S. by E sail & flying jib. at 9 AM  
at S. by E sail & flying jib. and gained with  
Ship Anomada Cape Verde two whole  
miles in the morning

Friday July 28<sup>th</sup> 1764

Commenced with a strong breeze from the S. by E  
at 10 AM we had the topsails  
at the S. by E. heading to the S. by E at  
ship & headed to the S. by E

Saturday July 29<sup>th</sup> 1764

At 10 AM we began our voyage with a fair wind  
and fine sky and sea was rough good  
at 11 AM we had the topsails out of the main  
at the main sail. at 12 noon we had  
at 10 AM we had a strong breeze from the S. by E  
at 11 AM we had a fair wind. by Cape Verde

Sunday July 30<sup>th</sup> 1764

Commenced with a strong breeze from the S. by E  
at 10 AM we had the topsails out of the main  
at 11 AM we had a fair wind. by Cape Verde

Monday August 1<sup>st</sup> 1764

Commenced with a strong breeze from the S. by E  
at 10 AM we had the topsails out of the main  
at 11 AM we had a fair wind. by Cape Verde

Vertical text in the left margin, possibly a list of names or dates, including "I now" and "I now".







Monday August 20th 1864 commenced with a light breeze about 5 till 10 I & J went out toward the I struck & turned him up took him new side and cut him in water just thick & welling Aug 21st Hull at 16 till 19

Monday August 22

commenced with a light breeze about 1 till wind till 4 till boat the first boat struck & killed took him new side & cut him in water mid night in water & water just much like the fore hand one side in sight (the Capt. Thorne Johnson, Skipper)

Tuesday August 23

commenced with a light air about 2 till 8 till boat the first boat toward struck & killed the ions drew & he struck mid night in water in water & water I went toward as I had low the first two in account at a bad cold

Wednesday August 24th 1864

commenced with a light breeze boiling. I & J went long breeze from the I & J double rapid the during the year part saw a good number of whales in going to the windward quick, at 6 till 10 till the first about 6 took in good breeze wind about I blowing fresh with some fleecies of snow. finished boiling something during the night at 10.30 till commenced to break out and get ready to start down 10 till 3 at 2 till opened my camp of cables which Mrs. Marble gave me it being about one month since it was put it had lost its goodness I was somewhat

Thursday August 25

commenced with a moderate breeze about 1 till 10 till a low reef main & sail small a little sail during the year part, saw good the part blowing down our girth I felt whaler out with moderate at 5 till saw a whale the first boat started but did not shoot (started to start) 7 till 34 16 till 34

Friday August 26th 1864

commenced light, about 9 till toward the I & J part the first boat started. the I & J boat started. took him new side & cut him in water about 12 at 4 till took in good breeze during the night in boiling & setting up the boat just thick part

Remarks on board Ship Cor Swift Capt. [unclear]

Saturday August 27th 1864

... with a moderate gale ...  
... moderate at the ...  
... at the ...  
... at the ...

Sunday August 28th 1864

... moderate at 4 ...  
... 3 ... whole this season ...  
... towing ... at ...  
... when first raised ... with ...  
... the ship ... to ... for a ...

Monday August 29th 1864

... with rain & hail and ...  
... the ...  
... ..

900 40

1140 14

Tuesday August 30th 1864

... ..  
... .. during ...  
... .. middle ...  
... .. with a little snow

Wednesday August 31st 1864

... ..  
... .. the ... ..  
... .. middle ... ..  
... .. 6400

1600

Thursday August 31st 1864

... ..  
... ..  
... ..  
... ..

Friday September 1st 1864

... ..  
... ..  
... ..  
... ..  
... ..

6900 00

176 01 1864

Saturday September 2nd 1864

... ..  
... ..  
... ..  
... ..  
... ..

The ...

The ...

Ocean September 4<sup>th</sup> 1864  
Monday September 5<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Tuesday September 6<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Wednesday September 7<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Thursday September 8<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Friday September 9<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Saturday September 10<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Sunday September 11<sup>th</sup> 1864  
The boat left at 10 o'clock for the  
middle of the bay. The wind was  
at 9 o'clock gained with the Joseph Maywell  
middle of the bay. The boat left  
at 10 o'clock for the middle of the bay.

Vertical text on the left margin, possibly a page number or reference.



the Ocean Sept 14 Bering Straits 151

Sunday September 16/64

these twenty four hours commencing with a light  
breeze from the S. E. all sail set during the  
at 11.16 raised sail (Southward toward Gore island)  
having eight whales. Lat 64° 5' Long 173° 49'

Monday September 17/64

commenced with a strong breeze from the North  
at 8.30.16 raised whale in to the N. E. of Gore  
island, toward about 1.30. and the Ensign Margaret  
& Gunter, under the other two struck but did  
not get the whales yet. The whales were all cows  
& calves, at night gained with the Ensign Margaret  
& Europa of Edgartown, the E. M. drewed from two  
whales, the E. S. I think took two latter part  
calm in to the westward of the Island Lat

Long

Tuesday September 18/64

commenced with a light air, at 4.16 moderate  
breeze from the S. E. at 8.16 raised sail the  
topsails. I took in jib & mainmast, at 6.16 left to the  
wind, wind about S. E., about 15 miles to the  
southeast of Gore's island, latter part <sup>near</sup> Calm. several  
whales in sight

3° 41' 35"

172° 18'

Wednesday September 19/64

commenced with a calm at 3.16 light breeze  
during S. E. middle part moderate, running under  
whole topsails. at 6.16 raised sail <sup>on</sup> to the starboard  
beam, latter part fresh breeze from W. Lat

Long

Thursday September 20/64

commenced with a strong breeze from N. W.  
during S. E. at 10.16 gained with the Ship  
Europa of Edgartown, middle part fresh, latter  
part very light from the S. E. The sails in sight  
during the latter part raised St. Paul's Island  
at 6.16 double reefed

Latitude

Long

Friday September 21/64

commenced with a light breeze from the S. E. steering  
with wind heading about S. W. all sail set - at  
midnight all saw the Ship Europa strike  
a whale, all raised the topsails, middle  
part moderate gale from the S. E.

Saturday September 22/64

commenced with a moderate gale from the S. E. ship under  
a fair wind some topsails & double reefed main, middle  
part light breeze from S. E. in the latter part  
the line, with sail set which blew from S. E.



Islands September 28. bound to Heilo

Saturday October 1st 1864

course & sea and the main topsail. at 1:16  
fine weather wind N.W. made sail at 10  
the S.W. studding sail wind about N. Lat 45 55  
Long 163 47

Sunday (September) October 2nd 1864

The wind in hours commenced with a fresh  
from the N. stowing S.E. at 1:16 at the  
middle part fresh breeze, ship  
rolling almost enough to roll a pillow out of his  
mouth. called part wind about N.W. Lat  
Long

Monday October 3rd 1864

The wind in hours commenced a moderate  
breeze from the N.W. stowing S.E. at 1:16 at the  
middle part fresh breeze the  
same hour and commenced to blow in the  
wind light-light from the S. Lat 43 10  
Long 161 14

Tuesday October 4th 1864

The wind in hours commenced with a light  
breeze from the S.W. at 1:16 sail set on the starboard  
tack. wind light from the same part sweeping down  
middle & called part. stowing at 7:30 at 16 at the right  
in stowing S.E. wind S.W. Lat 41 13  
Long 160 22

Wednesday October 5th 1864

continued strong breeze from the N.W. at 1:16  
stowing S.E. at 1:16 at the same part, commencing  
around the rig works & muzzing machine. latter part  
blowing the ship in the morning. wind N.W.  
Lat 38 26 Long 159 46

Thursday October 6th 1864

commenced with a fresh breeze from the N.W.  
sail set clearing S.E. at 1:16 employed the latter  
part braking out the fore peak. braked sharp  
heading to the N.W. Lat 36 50  
Long 158 06

Friday October 7th 1864

The wind in hours commenced with a fresh breeze  
from the S.W. at 1:16 at the S.W. employed the fore part  
blowing down the S.W. at 1:16 at the fore part  
of the mainmast. took in the light sail and  
the S.W. at 1:16 at 11:16 under way  
the wind in hours commenced with a fresh breeze  
from the S.W. at 1:16 at the fore part, braked sharp  
the whole took possession of the deck aft. in blowing  
it in carried away the spikes & cut the fore head







Wind Force

From Hilo to Honolulu Sandwich

Friday October 21<sup>st</sup> / 64

This day commenced with fine weather, the latter part settling of the oil which we had, when we raised anchor, fine weather for Hilo

Saturday October 22<sup>nd</sup> / 64

This day commenced with fine weather with some shower of rain, several visits were made here since we left our anchor, and the fore part set of a small drift of

Sunday October 23<sup>rd</sup> / 64

commenced with fine weather, at 10 o'clock taking a run, with the exception of a few men forward & an officer, to day I took dinner up to Mr. Lyman

Monday October 24<sup>th</sup> / 64

commenced fine, ship at ready for sea, at 11:30 P.M. bore up and went to sea, at 6 P.M. I quitted the ship to notify the pilot at Hilo, latter part moderate

Tuesday October 25<sup>th</sup> / 64

commenced moderate all sail set the fore from N.W. by W to W S W the latter part at 10 P.M. took in the light sail

Wednesday October 26<sup>th</sup> / 64

commenced fresh running under top sail, wind fresh about 1 P.M. left to of the head at 3 P.M. and in the afternoon took the Pilot about 4:30. drift and some water about 10 in the fore bay of the main I received one letter from Mr. G. H. H.

Thursday October 27<sup>th</sup> / 64

pleasant all day, took a small glass the fore part not very good, and in the evening the weather was not so fair, rain

Friday October 28<sup>th</sup> / 64

nothing to report, at 10 o'clock hauled the ship along, at 11 o'clock all ready to start

Sunday October 30<sup>th</sup>

fine weather, went to church

Sailed from Hilo 10/21/64

Arrived at Honolulu 10/30/64

Honolulu I I November 164

While being in Port we had fine weather and  
wind. The evening I may use the expression  
from the west - about side of the it being calm  
& discharged a little short of six hundred barrels  
of the oil by ship by the Ship Board. Caught  
about 550 barrels.

While being in port I received letters from  
my friends here. but I have not yet written  
I came from the straits. While in Port I  
was somewhat revived in my mind  
to subscribe & again for the friend on the  
I met with several shipmates & friends. among  
them was Benj. Fuller of the "Falmouth" it was  
indeed among the list was Mr. Winslow of Ship  
and Mr. John B. of Falmouth.  
Left Honolulu with twenty three men & would give  
them carpenter Stewart's book two boys give  
main wife & two children

Honolulu I I Nov<sup>25</sup> 164. While time  
there twenty four hours commenced with a light  
southerly wind. took the pilot of the steamer  
took us to sea. during the latter part of the  
we worked back toward Diamond head  
at 6 AM. took the boat anchor and  
showed the chains. several ships were seen  
the same day as the "Habicus" - "Euphrates"

Friday Nov<sup>26</sup> 164 of 9 on Honolulu  
this day commenced with light - southerly  
winds at 5 AM. the top of the main  
aboard, made all sail working of short  
middle part working up to the 6. astward  
of Wahee. later part light winds from the  
S. S. E.

26 Longitude  
27 Longitude

Sat<sup>26</sup> Nov 26 164

this day commenced with a light breeze  
from the S. S. E. all sail set steering  
at 6 AM. in ship deck & getting  
a - at 8 AM. took in  
the log and sails. employed the latter part  
refining one old of sail Sat -  
Long

Remarks on board Ship *Gov. Tompkins*

Sunday November 28<sup>th</sup> 1764

Three hours four hours commenced with a fresh breeze from the Eastward steering by the wind in the forenoon at night in the evening in the forenoon

28 Long 139

Monday November 29<sup>th</sup> 1764

Three hours four hours commenced with a light breeze from the Eastward steering by the wind at 1 o'clock in all the light sails at 3.30 reefed the fore & 16 top sail latter part strong trade employed reefed the fore ahead

Latitude

Longitude

Tuesday November 30<sup>th</sup> 1764

Three hours four hours commenced with a strong breeze from the N.W. heading to the N.W. under reefed fore & 16 top sail latter part moderate turned the reef out of the top sail

Latitude

Longitude

Wednesday December 1<sup>st</sup> 1764

Commenced with fresh breeze from the East heading to the N.W. Ship under 1000 top sail latter part more moderate main top & 16 top sail employed the latter part repairing the mainsail at 11 o'clock bore it

Latitude 29.20

Longitude 132.39

Thursday December 2<sup>nd</sup> 1764

Commenced with a fresh breeze at 1 o'clock all sail heading to the N.W. at 2 o'clock the course E by N middle & latter part pleasant breeze from the S.W. East

Longitude

Friday December 3<sup>rd</sup>

Commenced unsteadily steering E by N & E by S at 10 o'clock took in the light sails in the starboard boat repaired her and put her again on the next day

Lat 30.03

Long 147.04

Saturday December 3<sup>rd</sup>

Commenced with a strong breeze from the S.W. under top sails steering E by S middle & latter part much like the fore part

Latitude

Longitude

Latitude

Longitude

Commenced strong breeze from the S.W. under top sails steering E by S latter part much like the fore part at 10 o'clock reefed the fore & 16 top sail

Lat 30.33

Long 141.14

Revised the fore top sail

the Wake I.S. to the coast of California  
Monday December 5th/64

these twenty four hours commenced with a strong  
breeze from about S.S.E. during E.P. & middle and  
latter part much like the fore part - Latitude  $30^{\circ} 35' N$   
Longitude  $138^{\circ} 00' W$

Tuesday December 6th/64

commenced with a fresh breeze from the Southward  
under topsails & maintopgallantsail. middle part  
squally. latter part light - all sail set during  
E.P. & employed repairing the mizen topmast.  
I took the fore or boat in & mended her  
so ends this day. Latitude  $30^{\circ} 41' N$   
Longitude  $135^{\circ} 17' W$

Wednesday December 7th/64

these twenty four hours commenced with a light  
breeze from the S. all sail set during E.P. &  
middle & latter part much like the fore part,  
about 10 A.M. spoke the Ship Mr. Wallaston. Capt  
Wells & gained with her. Latitude  $31^{\circ} 17' N$   
Longitude  $134^{\circ} 17' W$

Thursday December 8th/64

these twenty four hours commenced with a light  
breeze from no where in particular. first on  
one tack & then on the other, employed setting  
up the backstay & fore & aft stays. Thick & wetting  
all sail set during the wind heading E. the  
A.P.C. no observing to day. Lat  $32^{\circ} 40' N$   
Long  $134^{\circ} 19' W$

Friday December 9th/64

commenced with a light breeze from the E.S.E. all  
sail set. during E.P. the wind. middle & latter part  
wind from the S.S.E. Latitude  $32^{\circ} 57' N$   
Longitude  $130^{\circ} 57' E W$

Saturday December 10th/64

commenced with a fresh breeze all sail set  
during E.P. the wind when she will not head  
E.P. employed in ship duty. middle and  
latter part much like the fore part. Lat  $33^{\circ} 00' N$   
Long  $129^{\circ} 00' W$

Sunday December 11th/64

commenced with a fresh breeze from the S.S.E.  
all sail set. during E.P. middle & latter part much  
like the fore part. description of fog Lat  $36^{\circ} 38' N$   
Long  $124^{\circ} 35' W$

Monday December 12th/64

commenced with moderate breeze from the S.S.E.  
during E.P. middle & latter part fine weather  
middle & latter part gained with the Ship Mr. Wallaston.  
Lat  $31^{\circ} 30' N$  Long  $121^{\circ} 38' W$

Ship Mr. Wallaston

Remarks on board Ship *Gov Group* Capt.  
Tuesday, December 13<sup>th</sup> 1864

these twenty four hours commenced with a moderate  
breeze from the S. starting E by N. middle & late  
part much like the fore part. Latitude  
Longitude

Wednesday, December 14<sup>th</sup> 1864

these twenty four hours commenced with a fresh  
breeze from the S. at 3 PM. steady rain, wind came  
about from the S. later part strong from  
S.W. two sails in sight on the hill  
a three masted fore ship. Schooner steering  
S.E. so ends this day Latitude  
Longitude

Thursday, December 15<sup>th</sup> 1864

commenced with a fresh breeze from the West  
starting E by N. all sail set, at 2 PM  
land. at 6 PM left to the wind heading to  
S.W. middle and part light sail part  
at 3 AM at Long 116.12

Friday, December 16<sup>th</sup> 1864

commenced with a a fresh breeze from  
land down, all sail set - starting S.E. in  
from the N.W. at 2 PM gained with  
Mr. Wallaston, employed in Ship Aug. at  
last - to with the head part back. at  
back the head of the night - at the part  
of the night raised forward. at 6 PM  
to get the chairs up & bend them at 6 PM  
at went in and would around an island  
this day we shall make 1000 miles  
long & the Reg. barometer journal

at 8 PM we arrived at San Quinton  
the *Isabelle* going at anchor had  
from the *Isabelle* she gave us a lot of fish and  
from fishing she gave us a lot of fish and  
aboard boat fishing I got some. The crew  
were clamming a got some baskets of  
clam for a large *Quahog* in the latter part  
the afternoon, the *Isabelle* at 9 PM  
the *Isabelle* direct from the *Isabelle*  
the *Isabelle* of the *Isabelle* at 10 PM  
at beam. I so. *Isabelle* at 11 PM  
I think I should have seen *Isabelle* I had  
to know if I had seen *Isabelle* I think I  
had seen for him. although *Isabelle* had to  
go up to supper at 10 PM during the night  
one waiter was an officer *Isabelle* on the  
at a line

Saw a three masted schooner  
steering E by N. the S.E.  
spare fore topsail foremast

San Quinton  
the *Isabelle*

Civil Time

Dainton December 17th/64 at anchor  
Saturday December 17/64

this day commenced with a moderate gale of wind from the S W W with rain gave the ship 15 fathoms making 60 fathoms in all. to day we have not done any thing to speak of with the exceptions of catching a few fish, & getting a few lines ready for fishing

Sunday December 18/64

Pleasant - some of the boats went fishing & giving the Captain went & secured us the Channel caught for a few fish. I have been on board all day, wrote one letter to Celia & my mind very well.

Monday December 19th/64

commenced with fine weather, two ships went up the lagoon and four more arrived saw two digers to day, I went ashore to day after calms but did not see any the Cannibal Herkles, But I saw 4 Mastaw. the passage on shore wharf (100 yards)

Tuesday December 20th/64

commenced with fine weather. boats of outried (three of them) the larboard boat shot at one but did not hold on, the starboard at 4 till to day Mrs Capt Thomas & Mrs Taylor of the Herkles came on board & stay a short time

Wednesday December 21st

fine weather, three boats of whaling. I saw a short time sunset, the sails arrived to day the ship Arnolda & Bark Gopson R West. at 4 till have up and went to the Southard.

Thursday December 22nd/64

this day commenced with a moderate breeze from the N W, all sail set steering S E by S, about 11 till lowered all five boats of the blackfish. the larboard boat struck killed 3 David. at 9 till left to of Sea on board at 6

Friday December 23rd/64

commenced with moderate breeze continued so through the day, after sulphur bottles were used through the day water but out at 9 till left to the wind with moderate breeze followed so ends this day

Sat - 28th/64 at anchor

Sunday 11th/64 at anchor

Remarks on board Ship Geo Geo  
Saturday December 24th 1864

This day commenced with a moderate breeze  
the ship being off on a short distance to the  
vicinity of the bay. about 9.30 AM the  
officer of Ship Eliza Adams was along side  
line reports three ships in the bay. the  
E. Adams. the ship had struck on which  
him it being suggested. Saw (the) a bark  
in a passage to the windward of the bay, called  
J. C. Thompson Capt Brown. at 10 toward the  
bay & the Captain went in the bay a short time  
at night left to the wind

Sunday Saturday December 25th 1864

This day commenced moderate breeze  
about 11 AM spoke the Europa boat &  
at 11 spoke the Europa and Capt-Cross  
on board & took dinner. The Ship being off  
Island. & the Park Hamahama being  
the Europa boiling for three whales. at 12.30 AM  
the N. S. boat after a humpback. at night  
made sail carrying sail at night during the

Monday December 26th

commenced with a fresh breeze from the N. all  
at starting S.E. at 11 AM raised Point-Sugar  
at 12 left to the wind heading to the N.E.

Tuesday December 27th 1864

commenced fresh. at 8 AM toward the S.W. & at  
about 9.30 came to anchor in 10 fathoms of  
under point Sugar. two ships at anchor  
the Ship Fabius & Park. which the ship had struck  
humpback at last him

Wednesday December 28

commenced foggy and moderate. toward  
four boats. this morning employed  
ship in smothering ship Fabius a humpback

Thursday December 29

thick fog. employed whaling moderate to all

Friday December 30

commenced with thick fog. moderate to all  
middle & latter part of the day. what the  
is, it is mostly humpback

Saturday December 31st 1864

commenced with a moderate breeze  
at 11 AM spoke the Europa boat &  
at 11 spoke the Europa and Capt-Cross  
on board & took dinner. The Ship being off  
Island. & the Park Hamahama being  
the Europa boiling for three whales. at 12.30 AM  
the N. S. boat after a humpback. at night  
made sail carrying sail at night during the

at anchor at 10 AM  
Saw Geo Geo 24th  
Saw Geo Geo 25th  
Saw Geo Geo 26th  
Saw Geo Geo 27th  
Saw Geo Geo 28th  
Saw Geo Geo 29th  
Saw Geo Geo 30th  
Saw Geo Geo 31st



Point. Sagaro Lower Caliber via Geo & Bowen

Sunday January 1<sup>st</sup> 1865

This day commenced with a thick fog. at 11 A.M. the fog cleared up. I saw the Ship Onward outside the reef. about 12.30 P.M. she came to anchor. reports having seen the Fabius boats on the 31<sup>st</sup> towing a whale about 25 miles off from the anchorage.

Monday January 2<sup>nd</sup> 1865

fine weather. smooth sea. I a few whales employed in whaling.

Tuesday January 3<sup>rd</sup> 1865

fine weather all day. employed in whaling. saw two or three ships today. The Onward struck & sank a humpback.

Wednesday January 4<sup>th</sup>

fine weather all day. Starboard boat struck & killed & sank a whale. hauled him up & he sank again. the main & fore boat took up the whale all night. the other three boats came to the ship.

Thursday January 5<sup>th</sup>

commenced fog. fore boat left the ship and went up to the sunken whale. hauled it him up and towed to the ship. got him along side about 10.30 P.M.

Friday January 6<sup>th</sup>

employed four boats whaling. the starboard boat left on board to help cut in the whale which we caught the day before.

Saturday January 7<sup>th</sup> 1865

commenced fine. employed whaling & boiling to night. the Ship Onward, Eliza & Daniel & Orick have left us. On the 6<sup>th</sup> Mr Winslow fourth Officer of the Fabius was captured in the boats by the boat & one man.

Sunday January 8

finished boiling this morning. at 7 A.M. the Starboard boat struck a humpback. the boat the log had and got the whale. strong breeze & very rough sea. employed whaling. weather

Monday January 9

strong breeze & rough. the boats of a sailing vessel in a hawser passed

Tuesday January 10

fine weather. saw a number of whales of the

Wednesday January 11

employed whaling. at 6 P.M. got some papers from the ship of James Deas of the Ship Hope and this morning

S. B. Boat shot  
killed a whale  
in 6 or 7 fathoms  
this whale to be  
killed in 12 fathoms

Remarks on board Ship Geo Thompson  
Thursday January 12

light all day from the S.E. at 9 P.M. with a little rain. at 9 got the port anchor of the bow. As the boats had to some of them did not get on board until 5 P.M. The Starboard bow boat shot a bow a whale & set him spouting thick blood

Friday January 13th 1864

this day commenced with a little rain cloudy. wind from the S.E. saw but a few whales to day

Saturday January 14th

shot bows from the S. three boats of whaling the S. Starboard boat shot & got the ship underway. latter part strong breeze during the night drove boats over water

Sunday January 15th

strong breeze from the N.W. ship under the stars in sight. Ship Tobias & B. with bows. Bow boat struck a whale slightly stranded after taking out about thirty fathoms

Monday January 16th

strong breeze from the N.W. the S. B. struck & killed a whale & sunk him in fathoms of water. two boats back to bow all night. Saw the ship Tobias

Tuesday January 17th

fresh the fore & middle sails. part strong a few big whales in sight. about 3 P.M. spoke the bark. Drifted from San the anchor under the stern

Wednesday January 18th

fresh & strong gale in evening or night a whale in. This is useful whaling strong & rough

Thursday January 19th

commenced strong. hard sea whaling saw the Concord, took in. the S. & West boat.

Friday January 20th

commenced with a strong breeze. whaling tried to haul the bow with boats in cold.

Saturday

commenced fresh. ship at 6 P.M. with the boat.

Sunday

strong breeze from the N.W. ship

Civil time & Nautical time  
have made a mistake in our log some time, but it is all right  
the 1st of Jan was January 22nd sailed on the 20th/65

Monday January 23rd/65  
strong breeze from the Westward. employed whaling  
the 1st boat struck 9 parts of fish (the 2nd day  
the 3rd was on the 24th)

Tuesday Thursday 24 to 25  
fresh breeze and rough whaling. employed in whaling

Tuesday Wednesday January 24 to 25  
moderate weather. was going to try to haul  
up the sunken whale but the sharks were  
the size of a cat. at 11th anchored under bay

Wednesday Thursday Jan 26 to 25  
fine weather and light air up of the point  
whaling. two boats went along side of the  
Stanger Golden Tye. and obtained some letters

Thursday Friday January 25 to 26  
fine & light air. three boats of whaling. at 8 AM  
hoor up and went down the coast. at 5 PM  
took up the boat of boat of Margareta by  
no whale then an old frenchman coming out

Sat Friday January 27  
fine weather & moderate breeze, employed in whaling  
day. this day is but 12 hours long. Civil  
Nautical Time but 22nd & 23rd

Saturday January 28  
commenced fine steering about S.E. by E. at 6 AM  
a Steamer passed us bound down the coast. three some  
letters on board but they threw them back again  
in, obtained two papers from the steamer  
the latter part light. the latter part employed  
whaling blackfish. Main boat struck but drew

Sunday January 29th/65  
commenced with a light air. at 2 PM the  
Main boat went ashore. at 8 brought the  
boat to me in 13 fathoms of water  
at 10 AM the middle and latter part  
part light

Monday January 30th  
commenced with a light air. went ashore and had  
a dinner. the latter part getting  
of day. started during the  
night

Tuesday January 31st/65  
fine & light air. fixed the fore mast getting  
of sea. a barrel of good oil. saw a goat  
& had your man chase. at 11th made the water  
at 7 AM up and went to sea with a light  
air of shore. so sails set 22nd & 23rd 108 5-6

Remarks on board Ship Geo Joseph

Tuesday 1<sup>st</sup> February 1865

commenced with a light air from the S.E. steering to the wind. employed in ship duty middle and latter part much like the fore part and water 40. Lat 40.17 Long 106.17

Wednesday 2<sup>nd</sup> February 1865

the twenty four hours commenced with a breeze from the N.W. steering S.W. all sail set except in ship duty at 8 till went down the fore and top sail & bent old sails Lat 20.20 Long 106.15

Thursday 3<sup>rd</sup> February 1865

the twenty four hours commenced with a breeze from the N.W. all sail set steering E.S. employed in ship duty at 8 till went down the fore and top sail & bent old sails Lat 20.20 Long 106.15

Friday 4<sup>th</sup> February 1865

commenced light from the S.E. of the wind employed in ship duty at 4 till took in the light sails at 10.30 swept fore & main top sails at 8 till reefed the main top sail. latter part heavy squalls with rain & lightning at 9 till the starboard anchor & stowed in chain

Saturday 5<sup>th</sup> February 1865

commenced strong from the S.E. under reefed top sails fore & main at 7 till wind fresh at 10 till made sail middle part calm latter light air Lat 20.20 Long 106.15

Sunday 6<sup>th</sup> February 1865

commenced with a light air from the S.E. all sail set middle & latter part like the fore part Latitude 17.10 Longitude 104.10

Monday 7<sup>th</sup> February 1865

commenced light from the S.E. steering to the wind middle and latter part much like the fore part employed in ship duty at 8 till went down the fore and top sail & bent old sails Lat 20.20 Long 106.15

Tuesday 8<sup>th</sup> February 1865

commenced light from the S.E. steering to the wind middle & latter part much like the fore part employed in ship duty at 8 till went down the fore and top sail & bent old sails Lat 20.20 Long 106.15

Vertical text on the left margin: "Remarks on board ship Geo Joseph" and other notes.

on Cape St Thomas to the line S & L B

Thursday February 9th 165

the twenty four hours commenced with a moderate squall from the N.E. all sail set during S.E. & employed in ship duty middle part light air & smooth sea. Latitude 18.50 Longitude 102.48

Friday February 10th 165

the twenty four hours commenced with a moderate breeze from the N.E. employed in ship duty at 8 AM strong breeze from the N.E. Lat 11.50 Long 102.48

Saturday February 11th 165

commenced with a strong breeze from the N.E. employed in ship duty at 6 AM about wind old job for a flying job. latter part squall for in. & a smashing good breeze Lat 9.00 Long 102.48

Sunday February 12th 165

the twenty four hours commenced with a strong breeze from the N.E. & the middle & latter part squally. Lat 7.00 Long 102.48

Monday February 13th

the twenty four hours commenced with a moderate breeze with frequent squalls of rain & wind middle and latter part much like the fore part. Latitude 6.44 Longitude 102.50

Tuesday February 14th 165

commenced light frequent squalls of rain middle & latter part calm with light air squalls.

Wednesday February 15th 165

the twenty four hours commenced with a light air from the S.E. middle & latter part calm with light air.

Thursday February 16th 165

the twenty four hours commenced with a moderate breeze from the N.E. at times latter part strong. Latitude 4.10 Longitude 102.14

Friday February 17th 165

the twenty four hours commenced with a moderate breeze from the N.E. all sail set in heading. at 10 AM moderate breeze from the N.E. much like the fore part. Lat 2.55 Long 103.45

Remarks on board Ship Geo. Vancouver

Saturday February 18th 1865

commenced with a fresh breeze from about S.W. ...  
at 8 o'clock took in most of the small sails ...  
part along with part of ... Latitude 00 52  
Longitude 106 0

Sunday February 19th

commenced with a fresh breeze from about S.W. ...  
by the wind heading about S.W. middle & latter ...  
light winds this day Latitude 00 18, Longitude 106 18

Monday February 20th 1865

commenced with a light breeze from the S.W. ...  
at 10 o'clock started by the wind heading ...  
S.W. at 6 o'clock ... black fish ...  
boat struck ... caught eight ...  
two boats ... one on a ... Latitude 00 18  
Longitude 108 30

Tuesday February 21st 1865

commenced with a fresh breeze from the S.W. ...  
under two sail heading to the S.W. ...  
the fore part taking the ... of the ...  
... boiling Latitude ...  
Longitude

Wednesday February 22nd 1865

commenced with a fresh breeze from the S.W. ...  
to the S.W. ... boiling black fish ...  
... like the fore part ...  
... employed setting up the ...  
at 10 2/3 ... Longitude

Thursday February 23rd 1865

commenced with fine weather and ...  
through the ... fore part ...  
up the rigging (fore rigging) latter part ...  
... of ... latter part ...  
... the wind heading to the S.W.

Friday February 24th 1865

commenced with ...  
... the ...  
wind. latter part ...  
... Longitude

Saturday February 25th 1865

commenced with a ...  
at 10 o'clock ...  
latter part ...  
... employed ...  
... going

Remarks on board Ship Geo. Vancouver

Remarks on board Ship Geo. Vancouver

Cruising on the line between 103.75 & 120.

at Cape St Lucas by the line S. 100 degrees

Sunday, February 26th 1865

commenced with a fresh breeze about 1 P.M.  
sailed then took up a sperm whale S. N. 9 1/2 P.M.  
the ship was low for a couple of hours but  
about 8 o'clock I was struck by the whale  
above her, almost all the fore, the S. N. 10  
and the whale took the line along side  
about sundown and was then by the  
at night at daylight called all hands and  
commenced to cut. The last one was finished about  
11 o'clock so ends with a moderate breeze Lat 0.32

Long 113.22 W

Monday, February 27th 1865

commenced with a fine breeze ship under topsails  
sailed then took up the whale & taking hunting  
by watches middle & latter part much like the  
part. at night the ship was in the line of 138 W

Long 113.28 W

Tuesday, February 28th 1865

here went your hoist commenced with a fresh breeze  
from the S. N. 10 and sailing. finished sailing  
during the night. at night the ship was in the  
to work on the rigging. I sailed to the South

Longitude 114.11 W

Wednesday, February 29th 1865

commenced with a fresh breeze from the  
S. N. 10 sailing to the S. N. 10 at 6 o'clock  
of S. N. 10 at 6 o'clock left off S. N. 10  
light breeze. employed in the rigging

Latitude 0.40 S

Longitude 115.49 W

Thursday, March 1st 1865

commenced with a light breeze from the  
S. N. 10 sailing to the S. N. 10. middle part  
employed in the rigging oil & water  
part sailing to the S. N. 10

Latitude 0.10 S

Longitude 116.23 W

Friday, March 2nd 1865

commenced with a  
part sailing to the  
part sailing slow  
the part much like  
Latitude 0.12 S

Longitude 116.07 W

Saturday, March 3rd 1865

commenced in the line  
part sailing to the  
part sailing to the

Lat 00.30 S Long 120.00 W

Congress in light of the ice  
Squally  
Drove the ship Congress  
300 ft from shore in the forenoon  
Dropping sail night  
with nets  
frozen

# Remarks on board Ship Congress

Sunday March 5th 1855

commenced light from the S. E. bearing  
along a little to the southeast of the middle  
part much like the ice part - Latitude  
Longitude 123° 2'

Monday March 6th 1855

commenced light from the S. E. bearing  
along a little to the southeast of the middle  
part much like the ice part - Longitude  
124° 12'

Tuesday ; Monday 7th 1855

There being a heavy fog we commenced with  
light breeze from the S. E. at 11 o'clock  
sail on the inboard beam at 4.30 from  
against the ship & Congress at Cape Barlow  
middle & latter part much like the ice  
part so ends there twenty four hours  
sailing at sail in night - Longitude 124° 4'

Wednesday ; Monday 8th

commenced light & continued so till  
the hour of noon hours. The fog part  
with the Congress. - Longitude  
125° 22'

Thursday March 9th 1855

commenced with light breeze. Towing  
sail we wind from the eastward at 3  
went the shudding sail down to the  
shudding sail. - Latitude 2° 41'  
Longitude 126° 31'

Friday March 10th 1855

commenced light from the Eastward  
bearing N. E. (or N. by E. N. E.) latter part  
squally with rain. - Longitude  
127° 14'

commenced with light breeze from  
the the E. north of middle part  
steady - Latitude 2° 41'  
Longitude 127° 14'

commenced with light breeze from  
the the S. E. bearing along a little to the  
middle & latter part much like the ice part - Longitude  
128° 31'



being on the line between the Long 1030

Monday March 13<sup>th</sup> / 65

Two hundred hours commenced with a strong breeze from the N.E. at 11.30 till single at 9.30 till last sight of the congress. The old Trough having run her out of sight. Latitude 90.40 N Distance run 254 Longitude 134.04 W

Tuesday March 14<sup>th</sup> / 65

commenced with a strong breeze from the N.E. sail set steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Wednesday March 15<sup>th</sup> / 65

commenced with a strong breeze from the N.E. sail set steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Thursday March 16<sup>th</sup> / 65

commenced with a strong breeze from the N.E. sail set steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Friday March 17<sup>th</sup> / 65

commenced with a strong breeze from the N.E. steering N.W. by W. middle & latter part moderate. Latitude 110.40 N Longitude 140.20 W

Saturday March 18<sup>th</sup> / 65

commenced with a strong breeze from the N.E. steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Sunday March 19<sup>th</sup> / 65

Two hundred hours commenced with a strong breeze from the N.E. steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Monday March 20<sup>th</sup> / 65

commenced with a strong breeze from the N.E. steering N.W. by W. middle & latter part much like the fore part. Latitude 110.40 N Longitude 140.20 W

Arrived at Hilo March 21st 1865

Remarked on board Ship Gov. Ives

Tuesday March 21st 1865

commenced work from the S. B. all sail  
striking at 11 AM. at 1 PM raised the bar  
and of Hilo. at 6 took in the  
sails & left the harbour. going  
on during the night. at 4 AM  
casted & put the anchors of the new.

I had made this day 36 hours long. about 11 AM  
to anchor in Hilo in about 6 fathoms of water  
the Bark Isobell being there 40 barrels of sugar

up over the top of the page.

arrived in the port of Hilo 1st March

Hilo Thursday April 6<sup>th</sup> 1865. 12 hours being  
 10 hours in the fore part of Thursday being time on  
 the part of the time  
 were not with a light but breeze at 245 that  
 the Pilot came on board here up 9 main sail &  
 went to see the Pilot leaving us about 6 AM. about  
 9 boats the sea breeze under part fresh breeze.

Hilo

Friday April 7<sup>th</sup> Hilo time  
 commenced with a fresh breeze all sail set  
 under the main (Coyhee) at 4 AM hour  
 under the main just as much wind as we could  
 lay main sail to sight before the wind at 5  
 ship went about 1/2 of 1/2 about 6.45 AM. 16  
 the ... ..  
 ... ..  
 ... ..  
 ... ..

... ..  
 ... ..  
 ... ..  
 ... ..  
 ... ..

Monday  
em, said the low part of spring is  
is to be again mid. to part being rather  
at 6.16 the E. side of dam will

Monday April 11th  
commenced in

Anderson Heron Island S. of Feb 21 1890

... the ...  
... and ...  
... about ...

... light ...  
... about ...

... Southward ...  
... about ...

... Southward ...  
... about ...

... about ...  
... about ...

... about ...  
... about ...  
... about ...

Remarks on board Ship "The Arctic"

Friday April 21st 1846

The wind from hours on in with  
light breeze from the N. blowing to the  
W. by S. with a light sea. Boat  
ashore. In the evening of the 21st we  
sailed from the anchorage at the  
mouth of the river.

Saturday April 22nd 1846

commenced with a light breeze from the  
N. by E. blowing to the S. by W. with  
a light sea. Boat ashore. In the evening of the 22nd  
we sailed from the anchorage at the  
mouth of the river. During the latter part  
of the day the wind freshened to a  
breeze from the N. by E. and the sea  
became choppy.

Latitude 21° 40' North  
Longitude 162° 40' West

Sunday April 23rd 1846

commenced with a light breeze from the  
N. by E. blowing to the S. by W. with  
a light sea. Boat ashore. In the evening of the 23rd  
we sailed from the anchorage at the  
mouth of the river. During the latter part  
of the day the wind freshened to a  
breeze from the N. by E. and the sea  
became choppy.

Lat. 22° 24' N  
Long 163° 12' W

Monday April 24th 1846

The wind from hours commenced with a  
breeze from the N. by E. blowing to the  
S. by W. with a light sea. Boat ashore.  
In the evening of the 24th we sailed from  
the anchorage at the mouth of the river.  
During the latter part of the day the  
wind freshened to a breeze from the  
N. by E. and the sea became choppy.

Longitude

Tuesday April 25th 1846

The wind from hours commenced with  
moderate breeze from the N. by E. all  
day steering to the compass. middle and  
latter part moderate breeze from the  
N. by E. with a light sea. Boat ashore.  
In the evening of the 25th we sailed from  
the anchorage at the mouth of the river.

Longitude

Wednesday May 3rd 1846

commenced with a moderate breeze from  
the N. by E. steering to the compass. middle part  
calm. latter part moderate breeze from the  
N. by E. with a light sea. Boat ashore.  
In the evening of the 3rd we sailed from  
the anchorage at the mouth of the river.

Latitude 22° 26' N  
Longitude 172° 20' W

Thursday May 4th 1846

commenced with a moderate breeze from  
the N. by E. steering to the compass. middle part  
getting ready for sailing. In the evening of the 4th  
we sailed from the anchorage at the mouth of the river.

Friday May 5th 1846

commenced with a moderate breeze from  
the N. by E. steering to the compass. middle part  
getting ready for sailing. In the evening of the 5th  
we sailed from the anchorage at the mouth of the river.

Longitude

Sailed from the anchorage at the mouth of the river  
for the Arctic  
The wind from hours commenced with a light breeze from the N. by E. blowing to the S. by W. with a light sea. Boat ashore. In the evening of the 21st we sailed from the anchorage at the mouth of the river.

The wind from hours commenced with a moderate breeze from the N. by E. steering to the compass. middle part getting ready for sailing. In the evening of the 4th we sailed from the anchorage at the mouth of the river.

U.S.S. April 24<sup>th</sup> 1865

Saturday May 6<sup>th</sup> 1865

commenced with a strong breeze from the N.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 26° 45' North Longitude 176° 14' West

Sunday May 7<sup>th</sup> 1865

commenced with a strong breeze from the N.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 27° 15' North Longitude 179° 07' East

Monday May 8<sup>th</sup> 1865

commenced with a strong breeze from the N.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 30° 00' North Longitude 177° 17' East

Tuesday May 9<sup>th</sup> 1865

commenced with a moderate breeze from E.S.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 32° 25' North Longitude 176° 35' East

Wednesday May 10<sup>th</sup> 1865

commenced with a light breeze from E.S.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 34° 30' North Longitude 176° 04' East

Thursday May 11<sup>th</sup> 1865

commenced with a strong breeze from the S.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 37° 07' North Longitude 176° 11' East

Friday May 12<sup>th</sup> 1865

commenced with a strong breeze from the S.E. all sail set steering 177° E. middle part heading 177° E. latter part heading 177° E. Latitude 39° 30' North Longitude 176° 01' East

Remarks on board Ship God Seoy  
Sunday May 14<sup>th</sup> 1765

These twenty four hours commenced with a  
- moderate gale of wind from the Southward. at  
11<sup>th</sup> with topgallant sails set. at 5 P.M. the  
the S.B. Boat employed the fore part, setting  
- ing a cutting sail & gage. at 8 took in  
& double reefed the fore sail & hauled the main  
- middle part down. at 9 took down the fore  
of the main sail at 6 double reefed the  
- again at about 9 split the jib, latter part  
- gale from from the S.W. Lat 45<sup>o</sup> 00'

Monday May 15<sup>th</sup> 1765

commenced with a fresh gale with under  
- reef fore & main topsails and courses. at 9  
- took in the fore part, latter part  
- set it again. middle part much like the  
- part latter part more moderate at 12<sup>th</sup> in  
- topsails. Lat 47<sup>o</sup> 43' N Long 172<sup>o</sup> 25'

Tuesday May 16<sup>th</sup> 1765

commenced during from the S.W. steering  
- during the fore part and in the fore part  
- at 6<sup>th</sup> shifted the flying jib. the jib  
- latter part all sail set with a strong  
- breeze from the Westward. Ship heading about  
- Latitude 49<sup>o</sup> 12' N  
- Longitude 171<sup>o</sup> 41'

Wednesday May 17<sup>th</sup> 1765

These twenty four hours commenced with  
- a light breeze from the Westward. steering  
- the wind heading at 11<sup>th</sup> middle part  
- 11<sup>th</sup> fore & main royal on. employed  
- repairing the jib. Taking care cloth  
- of it. at 4<sup>th</sup> unreef the main part  
- latter part strong breeze. Latitude 51<sup>o</sup> 18'  
- Longitude 169<sup>o</sup> 52'

Split the jib & part

Retain Cape and then the jib seized the part up  
for the crews use  
Pieces of snow  
Saw several thin parts

Return Cape and then the jib seized the part up  
for the crews use  
Pieces of snow  
Saw several thin parts

commenced steering from the S.W. at  
- 11<sup>th</sup> P.M. employed  
- jib & flying  
- men. at 8  
- hauled back  
- at 9<sup>th</sup> in  
- thick snow  
- under single  
- in between Cape  
- western of the Fox Island



Bering Island

Friday May 19th 1865

commenced steering from the N.E. Ship under  
short sail heading to the S. at 2.30 P.M. close reefed the  
fore & main topsail heading N.W. by E. were ship  
at 3 heading to the Eastward. middle part steering  
N.W. by E. at 4 P.M. hoisted one reef out of the fore &  
main topsail. at 5 all sail set steering N.W. by E.  
at 6 P.M. Bering Island. later part steering  
from the S.W.

Latitude 57° 41' N  
Longitude 168° 52' E

Saturday May 20th 1865

commenced with a moderate breeze from the S.W.  
steering N.W. by E. all sail set at 4 P.M. hoisted the fore  
topsail. and the crew were aloft in the  
and latter part much like the fore part at 5 P.M. 00 10

Longitude 168° 59' E

Sunday May 21st 1865

commenced with a light breeze from N.W. all sail  
set steering N.W. by E. employed the fore part repairing the  
fore & topsail. middle & latter part much like the  
fore part so ends this day.

Latitude 57° 30' N  
Longitude 168° 27' E

Monday May 22nd 1865

These twenty four hours commenced with a light  
breeze from the S.W. Eastward. all sail set steering  
middle part wind well to the S.W. heading to the  
S.W. by E. latter part heading to the S.W. by E. and  
down the fore sail. employed the latter part  
repairing the foresail. Latitude 56° 30' N

Longitude 168° 22' East

Tuesday May 23rd 1865

commenced light breeze from the S.W. all sail set  
steering N.W. by E. heading about S.W. by E. middle  
part S.W. by E. heading to the S.W. by E. some of the light  
sails, as I saw small pieces of ice. middle & latter  
part thick fog. latter part lying under reefed  
topsail.

Longitude 168° 22' East

Wednesday May 24th 1865

commenced light breeze from the S.W. all sail set  
steering N.W. by E. heading about S.W. by E. middle  
part S.W. by E. heading to the S.W. by E. some of the light  
sails, as I saw small pieces of ice. middle & latter  
part thick fog. latter part lying under reefed  
topsail.

Longitude 168° 22' East

Thursday May 25th 1865

commenced with a moderate breeze from the S.W.  
steering N.W. by E. all sail set at 4 P.M. I ship  
under topsail foresail & jib  
ship about three points  
to the S.W. (Starboard beam)  
steering N.W. by E. all night. latter part steering  
N.W. by E. steering under three sails. all sail  
set. note the S.W. wind in jug & spill all the vinegar

Vertical text on the left margin, possibly a page number or reference.

Remarks on board Ship for Voyage Capt. Am  
Thursday May 25<sup>th</sup> 165

commenced with a moderate breeze from the  
Ship under three or four reefed topsails & foresail at 3 P.M.  
the tops out of the main topsail & set M.F. & sail  
shoalend sail and kept to the wind heading to the  
wind about West. at 4 till to the wind heading  
Sd. at 2 P.M. now ship heading N. about the  
line raised land made sail and stood in  
came to the ice saw a number of Digers at  
10 miles at 10. 7 sails in sight gained with the  
Hawke & Mercury. heard of a Shark striking the  
line age but lost them by their taking the line

Latitude 59. 00  
Longitude 174. 00

Friday May 26<sup>th</sup> 165

commenced with light breeze from the  
under topsails. being of the ice during the  
gained with the Excelsior at 8  
to the bow head the first one  
like the fore part - gained with the Excelsior at 8

Saturday May 27<sup>th</sup> 165

commenced with a light breeze from the S.E.  
being of a point of ice the fore part  
with the Haw Hawaii & Gratitude Capt. H  
at 4 till head of the ice under of  
3 bent - my - got topsail middle part thick  
light air from the S.E. at 2 till wind  
to the N.W. - were ship & headed to the S.E. latter  
strong breeze from N.E. & sail flying jib  
to the Sd. with a company of ships. about 11  
the Eastern point of the ice and then  
of the ice as far as could be seen from ship

Latitude 60. 00  
Longitude 173. 22

Sunday May 28<sup>th</sup> 165

commenced with a light breeze from the S.E.  
heading to the Sd. at 1 till wind  
back at 1. sharp breeze from the S.E. topsails  
at 4 toward the Sd. in the  
weather shifted  
board. the boat  
boat although the  
on board. at 6. up

Pole

I shall now keep  
by will be thirty  
day Saturday 27<sup>th</sup> being

Write the Pilot's observations of the day in  
at 6 till wind from the Sd. under the  
command of the main topsail & set M.F. & sail  
did. (Erad) blowing big till to the  
on board. at 6. up

Remarks on board Ship for Voyage Capt. Am  
Thursday May 25<sup>th</sup> 165

Civil Time

Sunday May 28th 1865

commenced with a fresh breeze from the N.E. ... to the S.W. under reefed topsails jib & spinnaker quite thick - middle part rainy and squally all the time at 1 P.M. the rigging one glare of ice. One sail in sight the John J. West. latter part moderate with rain. the ... of the rigging. latter part heading to the S.W. Latitude ... Longitude

Monday May 29th 1865

commenced light from the S.W. and thick fog ... as sail. at 1 P.M. cleared up at 6 made sail steering N.W. saw sails in sight. during the day several vessels the English bark Robert Young of Saco ... of John J. Baker of ... bar in the ... at 9 thick fog moderate breeze from the N.W. at 6 ... the ... stage out latter part much like the fore part - Latitude 61 03 N Longitude 173 36 W

Tuesday 30th of May 1865

this day commenced with a moderate breeze from the N.E. ... under easy sail heading to the S.W. most of the time thick snow squalls middle part wind to the S.W. latter part wind from the S.W. steering N.W. at 10th came up to small pieces of ice three sails in sight. S.S. after retiring to night I sat a small book ... who ... it I ... that sharp ... and ... it seemed as though I wanted to be there. instead of giving me pain to behold such a scene. it fills my heart with gratitude to God. to look upon the frail ... although the ... and it made me feel as though I was not trying to ... such as it is ... I think I ... a small stream of water gushed out. ... again all looks dark ... and entered into the ... of God. I do not ... at home or when I ... it fills ... my shipmate ... a Christian. it was a cross ... of my room mate ... the cross and my ... whoever reads ... the ... and as the consolation a Christian has in death



Sunday June 14<sup>th</sup> 1864

commenced with a light breeze from the S.W. & all in sight - at 3 P.M. hauled the main out of the main sail and set main top sail. Steering to the S.W. at 3 P.M. hauled with the Corinthian at 3.6 James Murray at 3 P.M. 20 sails in sight, one boiling head to right of the Congress looking one right whale on the passage esp. latter part steering to the S.W. Lat. 61.4<sup>th</sup> Longitude 176.20<sup>th</sup>

Monday June 15<sup>th</sup> 1864

commenced with a light breeze from the S.W. steering to the S.W. at 2 P.M. hauled to the wind hauled a whale with part a head of sperm in sight. latter part hauled with the Corinthian. hauled back to the S.W. at 9 P.M. 13 sails in sight among the number of the Corinthian from from the sea hauled. no whales seen from the S.W.

Tuesday June 16<sup>th</sup> 1864

commenced with a light breeze from the S.W. at suit steering to the S.W. & during the ice down at ice under the ice. in company with about thirty ships scattered all along. top of the them boiling Harwick & Canton Packet. During the day hauled with the Congress Capt Wood & Mr. Ballantine. latter part 44 forty four sails in sight

Wednesday June 17<sup>th</sup> 1864

commenced with a light breeze. running towards the ice to the S.W. & land all in sight (Cape Lawrence) about noon Capt Fish of the ship came aboard with a lock <sup>dinner</sup> - the ice appeared to chains much sometimes in opens and at other times very thick. at 4 P.M. 7 P.M. hauled with the West-brook struck the ship took him back Martha 2<sup>nd</sup> November the Europa, Green and Latitude 61.35 N Longitude 171.34 E

Thursday June 18<sup>th</sup> 1864

commenced with a light breeze cutting a whale from the ice. the whale was 12 miles below a number of whale in sight during the day hauled twice all the ship with hauled down

Tide June 9<sup>th</sup> 16<sup>th</sup>  
during the low moon started the ice  
lighter than had boiling

Saturday June 10<sup>th</sup> 16<sup>th</sup>  
commenced beautiful, in the ice under  
employed boiling, saw a number of ice  
diving etc etc. Toward all four boats the  
evening, cruised about until 2 P.M. saw  
one white whale down, the ice was so  
had a job to get back to the ship. Day  
Macomber of P.K. Batha came on board  
moments, six ships took whales to day  
a ship to day take one called it the Abt  
land about thirty or forty miles of by water

Lat 61.49.1 - Long 178.06.0

Sunday June 11<sup>th</sup> 16<sup>th</sup>

commenced foggy, under easy sail, in  
ice boiling over first whale, at 9 A.M.  
whales in hearing of the ship, at 11.30  
the I. aboard boat soon after the other  
I. to hear to whale in in water on  
day, saw the George of Edg. take  
on fifth whale to day and the Mercury take  
for second one, at 11.30 P.M. a number of  
ice sight and ice hearing, finished boiling  
10 P.M. about 12 M. the fog cleared up, taking  
thick ice

Monday June 12<sup>th</sup> 16<sup>th</sup>

commenced light, at 9 A.M. made all the  
started them, tide the ship up to a cat  
employed stowing down oil in the main  
saw but one whale to day, that was  
at 7 P.M. the water bar went along  
the St. Martin

Lat 61.40.1

Long 178.31

16<sup>th</sup>

commenced light, tide up to a cat  
employed stowing down oil in the main  
saw but one whale to day, that was  
at 7 P.M. the water bar went along  
the St. Martin

Saw the Minerva take her wrong  
tall

Lat 61.40.1  
Long 178.31

1855 June 14-15-16-17-18-19

Wednesday June 14<sup>th</sup> 1865

commenced light, all sail set steering to the S by E  
at 10 AM raining, light of the decks, at 11:30 lowered the  
two main booms, three lower booms were brought  
up to the ship, latter part sun had setting at 6  
the sun set, spoke in and improved us of the death  
of residents - Lincoln, latter part calm and rainy

Thursday June 15<sup>th</sup> 1865

employed cutting, finished about 1:20 AM cut him in  
in 3:20 minutes, fore part light & fog at 11:30 gauled  
with the ship, Cor. Howland, at 11:40 lowered after  
a canvas though it was a bad whale, starting the  
works at 11 AM, at 1:30 found four boats <sup>ready</sup> going quick  
to the starboard windward (I don't know exactly how it)  
latter part moderate breeze from the S by E, working to  
the Southward

Friday June 16<sup>th</sup> 1865

commenced with a fine breeze from the S by E at 7 AM  
lowered four boats after the whale for 10  
them again, during the night several boats in all  
the light sails, latter part thick & raining, sun  
through the day boiling, Cape Shadwell all in sight  
when it is clear

Saturday June 17<sup>th</sup> 1865

commenced with a light breeze from the Eastward  
with a thick snow storm, employed the fore part  
boiling finished about 9 AM at 12 AM cleared up  
employed making out our anchors, at 1:30 gauled  
with the B.R. Minerva, clear, at 9 spoke the B.R.  
Covington of Warren 55 months from home, under  
the name of "Lat 63, 0 01 Long 178, 45 West"

Sunday June 18<sup>th</sup> 1865

commenced with a light breeze steering to the S by  
Ed. No sail set, at 7 AM gauled with the Favorite  
Cape Horn, <sup>in</sup> season, latter part  
steering to the S by E, Minerva, two whales  
seen, at 11:30 spoke the B.R. Long 178, 46 West

Monday June 19<sup>th</sup>

commenced with a light breeze from the  
S by E, at 7 AM at 7 AM  
steering down  
at 6:40 AM  
Long 176, 36 West

Cruising in the North Sea. Dover bay

Tuesday June 20th  
commenced with a light breeze. about 10  
sailed & but a light breeze. about 10  
and he was a hard old stinker  
and his crew. I saw him  
up and put him in the tanks at the  
at 10.35 AM

Wednesday June 21st  
commenced light-employment boiling. the  
under the boat I saw some. and as black  
you wish to see it. several ships in sight  
boiling. all in sight of Cape Doring

Thursday June 22nd/65  
commenced moderate all sail set on the  
employed steering down at 4.30 gained with the  
-Florida 2 1/2 whale. the Mercedes boiling for  
whale. saw the Winesard boiling for third whale  
struck ten & lost 4. at 9 PM Cape Doring  
17 1/2 miles distant - by estimation

Friday June 23rd/65  
commenced moderate under easy sail up to the  
Cape Doring. during the fore noon  
saw the Cape out of the fog & under  
during the middle part thick fog. by  
heading to the S & E. wind from the  
working to the S & E. latter part thick fog &  
light air. during the afternoon saw the  
of the be beam

Saturday June 24  
commenced with a light air from the S.E. set  
sails. working to the S.E. at 11 AM the fog  
a little. saw a bark to the windward bearing  
about 16 from us. at 10 AM the starboard  
got the anchor out to go in a short notice  
This morning I had the sails in sight more  
suspecting the circumstances. I was  
knew I was to stay. I was  
and I do not think I was  
got so I could not see  
I could not see  
my head and at last  
over. during the sensation  
well I was sleeping. and  
often but generally know  
to have them



to the southeast

miles burning the whaling fleet. 5 or 6 miles from

Saturday June 24<sup>th</sup> 1865

middle part much like the fore part. at 6 P.M. the fog let up. raised the land and seen for in. saw a number of ships boiling. at 8 spoke the brig Victoria. latter part. clear and pleasant. at 8.30 spoke the Brig W. C. Talbot (supposed to be a trader)

Sunday June 25<sup>th</sup> 1865

commenced fire about 8 P.M. a number of sails in sight. about 10 P.M. saw the Bark Minerva with Ensign half-mast and firing guns. at 2 P.M. saw three sails with colors half-mast. part of lower. at about the same time natives was on board during the fire. at 6 the Minerva found a boat and the Capt. came on board. and informed us of the burning of the ships of the so called confederate ship Shamidon being taken just ahead to the S.W. thinking that the Shamidon was to the southeast. the Minerva and several were ahead of to the S.W. We heard of the Ship Shamidon burning fire & bonding two (the Milo & Sophia Houston)

at 4 P.M. at Long 112 48

Monday June 26<sup>th</sup> 1865

commenced fire. bearing to the S.W. all sail no wind from the N.W. about 4 P.M. raised a ship on fire of the north end of St. Lawrence Island. supposed to be on fire by the pirates. shot ahead within six miles of her. then saw down and spoke the Bark Richmond. the R. having seen two lights of the burning ship. not knowing she had been burnt by a confederate vessel. steered of to the S.W. following the ice along. at 5 P.M. joined with the Minerva. latter part - looking starboard. during the afternoon thought we saw many more ships in to the S.W.

commenced fire following along the ice  
saw many sails in sight. this  
fog let up of ice  
the latter part much  
Minerva about four miles  
same as ourselves. along the  
sides. there twenty four hours  
at 6.30 P.M.  
Long 112 48

Remarks. bound to the S. Ed. to clear the Ithaca

Wednesday June 28<sup>th</sup> 1865  
commenced with a light air from the N.E. a  
sail set steering S. at 2 P.M. thick fog in the  
latter part steering S.S.E. during the afternoon  
the weather much better in the forenoon but

Lat 62.15 N Long 173.57 W

Thursday June 29<sup>th</sup> 1865  
commenced with a light air and continued so  
through the day. at 3 P.M. passed with the  
at 10 thick fog. wind about S.E. heading about S.

Lat 61.28 N Long 175.18 W

Friday June 30<sup>th</sup> 1865  
commenced with a moderate breeze from the  
all sail set heading to the S.W. at 9 P.M. were  
heading to the E. latter part thick fog

Saturday July 1<sup>st</sup> 1865

commenced with a light breeze all sail  
steering to the Eastward. during the forenoon  
breeze of the currents. later the land was  
to catch a coldish but not a very  
passed with the Aurora thick fog

Sunday July 2<sup>nd</sup> 1865

commenced strong and foggy ship heading about  
wind about N.E. at 8 P.M. shot in thick fog  
in the mainsail and all the light sails. at 1  
reef a fore & main topsails. at 12 reefed the main

Latitude 59.00 N Long 174.40 W

Monday July 3<sup>rd</sup> 1865

commenced with a moderate gale from the N.E.  
at 1 P.M. shot in thick fog in the  
latter part much like the forenoon. thick fog

Tuesday July 4<sup>th</sup> 1865

commenced with a moderate breeze from the N.E.  
reef a fore & main topsails. at 1 P.M. shot in  
thick fog in the mainsail and all the light sails.  
at 12 reefed the main topsails. at 1 P.M. shot in  
thick fog in the mainsail and all the light sails.  
at 12 reefed the main topsails. at 1 P.M. shot in  
thick fog in the mainsail and all the light sails.

commenced with a moderate breeze from the N.E.  
steering to the S.W. at 1 P.M. shot in thick fog  
in the mainsail and all the light sails. at 12 reefed  
the main topsails. at 1 P.M. shot in thick fog  
in the mainsail and all the light sails.

Latitude 58.15 N Long 172.15 W

The ... toward ... to the ... of ...

Thursday July 6<sup>th</sup> 1765

Commenced with a light breeze from the Eastward ...  
to the ... for ... heading to the ...  
part heading to the ... middle part ...

Longitude 171.10.00

Friday July 7<sup>th</sup> 1765

Commenced with a moderate breeze from the ...  
on different tacks. all sail set (work) working  
to the windward. middle & latter light breeze. and ...

Longitude 170.10.00

Saturday July 8<sup>th</sup> 1765

Commenced with a light breeze from the ... heading to  
the ... at ... were ship heading ...  
thick fog and a good breeze ...

Longitude 16.00.20

Sunday July 9<sup>th</sup> 1765

Commenced with fresh breeze from the Eastward. heading to  
to the ... at ...

At times during the day the fog would lighten up ...  
to ... on ... during the day  
... of ...

Longitude

Monday July 10<sup>th</sup> 1765

These twenty four hours commenced with a light breeze  
from the Eastward. foggy most of the time. heading to the  
... middle part latter part. latter part heading  
to the ... with the head ... latter part  
light air and thick fog

Latitude ...  
Longitude ...

Tuesday July 11<sup>th</sup> 1765

Commenced with a light breeze from the ...  
thick (at) heading to the ... at ...  
to ... at ... placed sharp up on the wind.  
latter part heading ... all sail set ...  
with fog. Shot some ... to day ...

Longitude

1765.

... heading to the ...  
... the ...  
... at ...  
... with a light breeze.

13<sup>th</sup> 1765

... from about ...  
... at ...  
... and thick fog  
... were ship ...  
... of water

Remarks on board Ship *Sea King* Return.

Friday July 14<sup>th</sup> 1865

Commenced with a light breeze from N.W. & set-sailing to the S.W. at 11. At 12.30 raised the anchor at 1.30 Capt. [unclear] of the *Sea King* came aboard they having left the *Arctic* for the same that he did. Saw another sail to the windward

Saturday July 15<sup>th</sup> 1865

Commenced with a thick fog. wind from the (leading to the) steering N.W. here the sea was from 2 to 2.5 fathoms of water. at 8.30 gained the *Green Bay*. middle part clear with sea fog steering N.W. at 11.20 saw the *Arctic* during the middle part

Sunday July 16<sup>th</sup> 1865

Commenced with a fine breeze from the S.W. steering N.W. at 11.30 saw the *Arctic* sharp heading about 11.30. round 12.30 the latter part thick fog. at 11.30 set ship and S. Westward

Monday July 17<sup>th</sup> 1865

Commenced with a good nice breeze under three heading to the westward. at 3.15 commenced to at 10.30 raised St. Lawrence Island. went under the land, wind about N.W. *Green Bay* J. D. Thompson in sight. at 11.30 they went sight to the Eastward. at 2.30 under star. set double main sail & double reefed main sail. Lat 69.00 Long 16.00

Tuesday July 18<sup>th</sup> 1865

Commenced strong from the N.W. wind in part land. under single topsails. at 1.30 saw *Sudbury* came along side crew of *Sea King* brought a duck for *Arctic* but *Arctic* was not seen away far away. at 10.30 set sail set. *Arctic* to the westward

at 11.30 saw the *Arctic* in the *Green Bay*. much like the *Arctic* *Green Bay*. *Arctic* also *Green Bay* islands

Remarks on board Ship *Sea King* Return.

Bering Strait, & Arctic Ocean July 20th/65

Thursday July 20th/65

commenced with a moderate breeze from the S.W. at 10 AM starting at 11 AM. at 4 AM raised Kings Island ahead. at 11.30 AM left it of the island and came along side with a little trade which the ballena fed tobacco. Two sails in sight astern during the same as ourselves. at 9.16 Kings Island bearing S 75 W. under full sail were taken in the right sail Lat 64 45 N Long 167 48 W

Friday July 21st/65

commenced with a strong breeze from the Southward blowing under topsails. at 2.30 AM double reefed topsails took up starting at 11 AM. at 1.30 AM whole main topsails at 7 AM 8 sail. middle part fresh. at 4.30 AM gained with the fresh breeze & carried. at 11.30 raised ice on the weather beam. Lat 67 16 N Long 169 26 W

Saturday July 22nd/65

these twenty four hours commenced with a fresh breeze from the Southward. at sail we starting at 12.30 AM came up to scattering ice took in the courses and set the light sail. at 1.30 AM spoke the Ship, Julian of Bremen 200 tons, from Copenhagen and 200 tons. Same sail by the S. 100 tons and ours. put a few water on board of us, in case we should become a prize to the so called corsair ship Ananada. at 12. AM raised a sail two points on the weather beam. supposed to be the Frenchman. Latter part starting E.N.E. under full sail. Latitude 71° Longitude 169 26 W

Sunday July 23rd/65

commenced with a moderate breeze from the S.W. blowing to the S.E. passed through mass of ice. Sea hills in sight. Latter part light and very light. weather to the S.W. Lat 67 45 N Long 167 48 W

Monday July 24th/65

commenced with a calm. at 11 AM starting at 9 AM. after noon gained with the fresh breeze.

Tuesday July 25th/65

commenced with a calm. at 7 AM starting at 7 AM. at 10 AM double reefed the sails. at 10 AM set sail. latter part light. at 7 AM raised a whole saw him.

# Arctic Ocean

Thursday July 27<sup>th</sup> 1865

commenced moderate from the Southward at 10  
hiked to the Id and blew strong took the  
sails and stood to the Id under three topsails  
we came up to the ice during the forenoon  
by the S. E. at 11.00 came up to the ice  
by the wind and stood to the Id. at 8 signalled  
back called in the Stephania latter part strong  
from the S.W.

Lat 69 45 N  
Long 163 27 W

Friday July 28<sup>th</sup> 1865

commenced fresh at 5 A.M. lighter one sail  
at 6.30 lowered after a stinker took him  
side about 9. cut him in saved over side of  
at 5.30 P.M. started the works & double reefed the  
topsails at 8 close reefed the fore & mizen topsails  
latter part strong from the Id heading about  
S.W. by W.

Saturday July 29<sup>th</sup> 1865

commenced strong from the Id heading  
S.W. employed boiling at 11.00 came up  
at 11.30 P.M. started the works & double reefed the  
topsails at 8 close reefed the fore & mizen topsails  
latter part strong from the Id heading about  
S.W. by W.

Sunday July 30<sup>th</sup> 1865

commenced with a light breeze from the S.W.  
heading to the S.E. at 5.00 moderate &  
thick employed the gear part clearing out  
making our masses processes at 2.00  
very double reefed the topsails at 8.00 P.M. we  
stood to the Id. blowing quite strong under sheet in  
Lat 69 45 N  
Long 163 27 W

Monday July 31<sup>st</sup> 1865

commenced with a light breeze from the S.W.  
heading to the S.E. at 5.00 moderate &  
thick employed the gear part clearing out  
making our masses processes at 2.00  
very double reefed the topsails at 8.00 P.M. we  
stood to the Id. blowing quite strong under sheet in  
Lat 69 45 N  
Long 163 27 W

Captain's Cabin

How does the ground about  
Cape with the Dr. Hebble

Lat 69 45 N  
Long 163 27 W

Lat 69 45 N  
Long 163 27 W



Remarks on Board Ship *Gov. Pease* & Co

Wednesday August 9<sup>th</sup> 1865

commenced with middle & latter part moderate. To day we had a general gale - stood up to the ice but saw nothing. At during the middle part - sent a maintop forecast. To day I saw three of *Gov. Pease* Mr. Green. Two to *Gov. Pease* & one to *Gov. Pease*

70 1/2  
167 1/2

Thursday August 10<sup>th</sup>

commenced moderate. Sent a new jib & foremast - mast top sail, & fore Spencer

70 1/2

167 1/2

Friday August 11<sup>th</sup> 1865

commenced with & continued so all day at 11 we saw down the fore topsail on account of the foot rope parted. sent down the main topsail & sent in of foreward & sent a new main topsail, gave started fore mast & main topsail & replaced, latter part of to the ice steering to the eastward under easy sail saw two ships lower gun wharves

Saturday August 12<sup>th</sup> 1865

commenced with steering to the northward & saw around some ice so at 10 we went to the East during the day we went with the *Gov. Pease* & *Gov. Pease* Northern Light - (back clear) at 3 PM raised a head at 4.30 heard three boats came in foggy and lost sight of him, at 7.30 toward all give to head until 10 and then came aboard, latter part lying aback

70 1/2

165 1/2

Sunday August 13<sup>th</sup> 1865

commenced moderate. wind from the sea with some light rain - the fore mast & foremast - whole some quick working at the end

70 1/2

164 1/2

Monday August 14<sup>th</sup> 1865

commenced with moderate breeze, from the sea in Spencer's topmast & foremast - making to the end of the day

70 1/2

164 1/2

commenced with moderate breeze, from the sea in Spencer's topmast & foremast - making to the end of the day at 19 gave shortening the new main braces

70 1/2

161 1/2

Vertical handwritten notes on the left margin, including "mainsail" and "foremast".

Vertical handwritten notes at the bottom left margin, including "10" and "11".



Tuesday August 16<sup>th</sup> 1855  
 The twenty four hours commenced with a moderate breeze  
 passed along by scottering ice. middle part driving  
 at 3 P.M. raised sails at 4 saw the ice whaling at 5  
 about 1000 yds. at 6 two men saw a fine whale  
 very shy at 7 gained with the No. 1 - Ballastow. 2  
 tied whale. saw the Oriole take one along with  
 about 5 P.M. heard of Coral & Cor. Howland taking  
 a whale a few days before this. tall part - fish 70035  
 16285

Thursday August 18<sup>th</sup> 1855  
 commenced gentle. toward three time before noon middle  
 part light at 4.30 pm. lower all give water. other coal  
 chasins. the Brig Bechola boat struck. at 8 ten boats  
 from the shore came along side to trade skins ivory &  
 a little iron. latter part light breeze from the N.E.  
 heading to the S.W. being back 70020  
 Long 163022 W

Friday August 18<sup>th</sup>  
 commenced with a moderate breeze from the N.E. & W  
 heading to the S.W. thick fog at 2 broke out head  
 latter part saw clear saw three sails boiling 70106  
 162041

Saturday August 19<sup>th</sup> 1855  
 commenced moderate. toward three through the ice  
 about 3 P.M. the Wait boat struck and killed 10  
 him along side about 4.30 commenced to cut about 5 pm  
 at 9.30 got supper at 10 see the watch the fore-weather  
 having the give watch blow in being the first for  
 the season when ice was boiling.

Sunday August 20<sup>th</sup>  
 commenced moderate. spoke the Cor. Howland  
 boiling her 9th whale. Capt. Hornor came on board  
 at him have a ship's dog. started the watchman  
 4.30 P.M. at 2 P.M. the ice went down a great deal  
 mass of canvas & things (there being great number  
 of them here. saw but about 1000 yds  
 from the shore 69800  
 162041

Monday August 21<sup>st</sup>  
 commenced moderate. about 10 miles since the  
 after which we sailed on  
 strip. three shift to the  
 carrier. 3 then 4 then

Tuesday August 22<sup>nd</sup>  
 commenced strong under wind light wind then a breeze at  
 11 P.M. sharp low wind & cut with ice







Capt. Blossom's Account, According to the Log Book

Monday September 18

commenced with a moderate breeze from the S.W. ...  
Latitude 10 59 N  
Longitude 165 50 W

Tuesday September 19

commenced with a gale of wind from the N.W. ...  
Latitude 10 59 N  
Longitude 165 50 W

Wednesday September 20

commenced with a moderate breeze from the N.W. ...  
Latitude 10 25 N  
Longitude 161 50 W

Thursday September 21

commenced with a light breeze from the S.W. ...  
Latitude 10 25 N  
Longitude 161 50 W

Friday September 22

commenced with a light breeze from the S.W. ...  
Latitude 10 25 N  
Longitude 161 50 W

Vertical text on the left margin: "Saw a ... on the other ... from the ..."

Ditch the first part of the

Staring to the S. S. E. and all day for middle part of the day. Perry and the middle of the day. Perry and the middle of the day.

Westward of Cape Cape Lisburn, Point Hope

Saturday September 23<sup>rd</sup> 1865

commenced with a fresh breeze from the N.W. steering under the three topsails at 1 A.M. raised the fore topmast and studd down the mainmast at 3 raised the main topmast steering S.W. by S. a light drizzle snow mass to the about 10 spoke the foremast Perry boiling. kept her to the westward under short sail on different tacks the remainder of the day. latter part steered with freezing all night - three sails in sight

Sunday September 24<sup>th</sup> 1865

commenced strong from the N.W. steering under the three topsails at 7 A.M. set fore & main topsails at 8 gained with the B. S. Perry & the middle from the S. to the N. at 11 A.M. took a short haul after a while a heavy snow set in dark. The foremast Perry quite hands the other two got out of sight - latter part heading to the N.W.

Latitude 69° 58' N Longitude 167° 01' W

Monday September 25<sup>th</sup> 1865

commenced strong from the N.W. steering under the three topsails at 9 A.M. turned the reef out of the main topsail at 4 set in along side of the foremast at 10 A.M. went along side of the foremast. kept steering about S.E. at 4.30 raised the main topmast close reefed the foremast & being to under a close reef & main part in company with the foremast Perry & the middle. A snow storm rained through the night - were ground about 25 fathoms

Latitude 69° 44' N

Longitude 166° 41' W

Tuesday September 26<sup>th</sup> 1865

commenced with a fresh gale of wind from the N.W. On the foremast heading about 8 in 25 fathoms of water at 1 A.M. hoisted the fore topsail & kept steering S.W. by S. at 12 A.M. Cape Lisburn at 2 Point Hope. at 3.30 took fore topsail and kept to the wind heading off shore. The snow was to about one mile the windward of a latter part blowing very fast

Latitude 69° 04' N

Longitude 166° 05' W

Wednesday September 27<sup>th</sup> 1865

commenced with a fresh breeze of wind from the N.W. going to the N.W. tack by a heading about S.W. at 1 A.M. kept steering about South. at 11 A.M. were below to check on the foremast spoke the foremast. at 11.15 raised the mainmast & at 12 A.M. heading to the E. at 1.00 took in the foremast. Latitude 68° 00' N Longitude 165° 45' W



66  
Behring Sea, Cruising for right whales

Tuesday October 3<sup>rd</sup> 1865

Commenced moderate, from the S.E. under short  
sail, at 2 A.M. commenced to be wetting, at 10  
commenced to be heading to the N.W. at 11  
took in 1<sup>st</sup> Jib & Mizzen topsail, at 12 P.M. took  
down topsail at 3.30 close under the main  
set the main span, the Ship Anolda on the west  
latter part much the same.

Wednesday October 4<sup>th</sup> 1865

Commenced with a fresh gale of wind from the  
under short sail. Heading to the N.W. at 6 P.M.  
a little sail, middle part moderate, at 6 P.M.  
the Anolda about one mile to the windward of  
at about 4 P.M. the State to wind. The wind  
moderate

Thursday October 5<sup>th</sup> 1865

Commenced with a moderate sail, at 8 P.M. calm  
in a succession of whales, toward several times during  
the night about 3 P.M. the Starboard boat struck and  
took him along side about dark and went  
with air ship getting away

Friday October 6<sup>th</sup> 1865

Commenced right, commenced to be wetting, finished  
about 2 A.M. set the watch, the carboard watch, taking  
down topsail out, at 10.30 P.M. toward three boats  
went to windward as there was a number of whales  
there about 12 P.M. the Starboard boat struck and  
whales run to the windward about 3 P.M. started  
him & the boat went ahead, saw several more just  
did not lower, at 8 shortened sail, the  
part being and sailing. The sail is right  
Longitude

Saturday October 7<sup>th</sup> 1865

Commenced moderate under short sail, at 4 P.M.  
started the bywork, hauled our the tent, whale  
about 10 P.M. got the back Sagoda. In  
of the mat, but three boats crews  
including the bywork on the night of the  
they having started right when raised the  
Ship the Salutation to the ship sailing  
down to her in company with Sagoda, got  
the three boats on board of the  
the Starboard and got on board of the  
went at 11 P.M. took in topsail  
to part gale

Latitude  
Longitude

Ship the Sagoda in  
charge of the air-copper. she having  
two fire boats crew



Paul's Island October 11th

Sunday October 8th 1865

commenced fresh from the S.W. under short-sail. made a little sail. Toward three o'clock a whale <sup>was</sup> ~~middle~~ <sup>seen</sup> ~~and~~ <sup>during the day</sup> latter part fresh at 1 o'clock in fore & main topsail. Latter part fresh

Monday October 9th 1865

commenced fresh under double reefed main topsail, at 8 o'clock set fore & main topsail, employed stowing down finished boiling at 5 o'clock, at 4 o'clock main topsail set at 6 o'clock from the S.W. heading to the N.W. & fore sail in sight, 4 o'clock in sight to the S.W. no whales in sight to day, no other ships in chasing the Mt. Wallaston & Sagoda whaling all day Lat <sup>at</sup> Longitude

Tuesday October 10th 1865

commenced with a fresh breeze from the N.W. under reefed topsails on different tack, saw 10 sails in sight of the bow, at 4 o'clock saw two sails running before the wind, middle and latter part moderate gale from the N.W. at 11 o'clock in fore sail Latitude Longitude

Wednesday October 11th 1865

commenced fresh from the N.W. under short reefed M. & fore topsail. at 9 o'clock set whole main topsail. saw several whales during the middle part. Mt. Wallaston & Sagoda, whaling to the windward of us, at 1 o'clock sent the main topsail, called all hands, and lowered the J & Bow Boat. Very rough, we came along side. Heavy squalls from the N.W. at 4 o'clock squared the yards, steering S. running under two double reefed topsails. latter part squalls with rain Latitude Longitude

Thursday October 12th 1865

commenced with a strong breeze from the N.W. running under two double reefed topsails, at day light made sail, steering S. middle part moderate from the S.W. at 6 o'clock wind S. heading to the E.S.E. shortened sail. at moderate Latitude Longitude

Friday October 13th 1865

commenced with a moderate breeze from the S.W. Ship and ... heading to the Eastward ... at 6 o'clock shortened sail. latter part ... Wind from the S.W. heading to the ...

Saturday October 14th 1865

commenced with a moderate breeze from the S.W. under short sail, at 1 o'clock made sail, steering S.E. middle & latter part thick and at 3 o'clock shortened sail, was ship heading to S.E. at 6 o'clock ... Latitude Longitude

Vertical text on the left margin: "The signal ... Dracopis ... Stealing ..."

Remarks on board Ship Geo. Washington

run through the 172 passage

the morrhoids

the

Sunday October 15th 1865

commenced strong from the N.W. steering S 64 E at 2.30 A.M. ... at 10 had the mainmast set. We took in in again during the forenoon raised the island. at the 12 passage through the passage in company with ship ... from Annette. The Hawaii Corinthian, Boston ... middle and latter part strong from the N.W. at 4 1/2 E. at 6 P.M. ... the fore topsail set

Monday October 16th 1865

commenced strong from the N.W. steering S 64 E ... took in mainmast sail. at 1 P.M. set it again. rose wheel reef. middle and latter part much like the ...

Tuesday October 17th 1865

continued strong from the N.W. steering S 64 E ... at 11 P.M. ... moderate

Wednesday October 18th 1865

commenced fresh middle and latter part moderate during the afternoon passed with the Corinthian, 1000 ... the S the boys stood watch to ...

Thursday October 19th 1865

commenced from from the S 64 E heading to the E. at 1 P.M. under reefed topsail ... wind from the N.W. rainy & dark and disagreeable night. Employed repairing the ... when the weather is fit to work

Friday October 20th 1865

commenced fresh from the N.W. steering S 64 E under short sail ... middle part ... squally during the fore part of the night

Saturday October 21st 1865

commenced with moderate breeze from the N.W. all sail ... steering S 64 E ... sail ... quite light

Sunday October 22nd 1865

good fresh breeze ... steering S 64 E ... quite ...

was heading the ...

112 passage, to the Sandwich Islands  
Monday October 23<sup>rd</sup> 1765

commenced with a good breeze from the westward, all  
sail set, steering S. by E. employed washing down, all  
hands on (deck) deck, latter part steering from the  
southeast, Latitude 17  
Longitude 177

Tuesday October 24

These twenty four hours commenced with a fresh breeze from  
westward, all sail set, steering from S. by E. to S. W. during  
the fore part took in the light sail, employed  
washing down, all hands on deck, in the fore  
part at 4 P.M. set the topgallant sail & flying jib  
latter part steering S. by E. wind from the N. W. Lat  
Longitude 177

Wednesday October 25<sup>th</sup> 1765

commenced with a fresh breeze from the N. W.  
steering S. by E. at 6 P.M. wind North, middle part  
about N. W. E. employed washing down, all hands  
about the same, with rain, all hands on deck, Lat  
Longitude 177

Thursday October 26<sup>th</sup> 1765

commenced with a fresh breeze from the N. W. all  
sail set, steering S. by E. middle part lighter air  
all hands on deck employed washing down, finished  
washing at 2 P.M. at 3 took the small anchor in  
fore of the Mast saw a large jar down in the main  
hatch, the ship having a heavy sea & rain, Lat  
Longitude 177

Friday October 27<sup>th</sup> 1765

commenced with moderate breeze and variable  
air through the day, wind varying from S. by E. to  
S. W. steering by the wind, course S. by E. by E.  
employed through the day washing down, setting down  
the main rigging & repairing rigging in the fore  
Longitude 177

Saturday October 28<sup>th</sup> 1765

commenced with a breeze from the S. W. all  
sail set, steering from the S. W. employed through  
the day washing down, rattling down the fore-  
side of the Mast, rigging, at 4 P.M. saw  
some small birds, record, I content the fore  
stern

Sunday Oct 29<sup>th</sup>

moderate air day from the S. W. steering from S. W.  
at 10 P.M. at 6 P.M. sailed eastward, latter  
part steering

The wind coming through the rigging, the ship was so much  
shaken to that the fore mast was nearly broken in  
two places

found at 11 AM

Remarks on board Ship for Group 10

Monday October 20th 1865

commenced sailing from the Eastward steering S.W. and  
left to the wind, heading S.W. at daylight left of  
middle point steering about - We took the Pilot  
Hilo about 1.15 PM came to anchor about 2 o  
Ship Eliza Adams  
I received 6 seals letters  
here, the later date was by

October 31

Tuesday November 1st 1865

commenced raining - and continued so through  
day during the night - it rained all night -  
employed washing ship inside and getting of  
safe of water to night with 29 lb of

Wednesday November 2nd 1865

employed washing ship outside, got all  
out in shack to get some shoes, read to  
on board. Fine weather for Hilo. First & second off  
started for the Volcano this morning

Thursday November 3rd 1865

commenced pleasant, employed getting of  
& four shack head cark, no rain to day, then  
then letters to day, saw from C.F. & one from H  
Ship ready for sea at 5 PM.

Friday November 4th 1865 3rd

Beautiful weather all day, sent the old  
how boat ashore to day, at 5 PM several  
passengers came (of) on board to go to Honou  
right as among the number was the Cooper of  
you The Snow ship all ready for sea  
after part heavy rain

Saturday November 5th 1865 4

commenced rain about 2 PM the Captain  
back from the ... at 6 PM the Captain  
came on board, the passengers were ash  
as the sea breeze had come and no chance  
go to sea to ... the latter part  
(Eng) Park ... to sea  
with the passengers ... rain

Sunday November 6th 1865 5th

commenced raining at 12 noon ...  
called off hands made all sail ... the boat ashore ...  
the Captain at 3.40 PM ...  
wind very light at 10 PM of ...  
... the 29 lb of

at 11 AM

Sailed from Hilo for Honolulu

Monday 27 November 1865

commenced with a moderate breeze from the NE & E, at  
sail at 10 AM, N.W. by N. middle gear starting to the S. & S.W.  
the Bark Robert Brown a short distance astern, at 10 AM  
up to the weather end of Malacca at 1.30 PM took in the  
lightsails, made up to the weather end of Malacca  
at 2 PM light to of Orinoco head

Tuesday November 28/65

took the Sloop at 6.30 AM the Steamer at 7.30  
came to anchor in Honolulu. Arrived at 9 AM.  
received one letter a day, employed the remainder  
of the day drying. One M.S. Suramoe left  
this morning for Hiseo carrying the Hawaiian mail

Wednesday Nov 29

subject drying. One M.S. Suramoe left  
this land to day & Mrs. Brown of Australia

Thursday Nov 30

fine weather, subject drying. One M.S. Suramoe left  
this land to day & Mrs. Brown of Australia  
discharge oil.

Friday November 1st 1865

subject drying oil, fine weather

Saturday December 1st 1865

fine weather, discharging oil in the Port of Malacca

Sunday December 2nd

commenced with fresh trade, oil, hands ashore with  
one boatmen to look out for the ship

Monday December 3rd 1865

Tuesday November 14 of 1865 employed discharging  
oil, latter part done. at night all out and  
hauled up.

Wednesday November 15

fresh trade, hands ashore. One M.S. Suramoe left  
this land to day & Mrs. Brown of Australia  
sailed to day in



Friday December 1st 1865. Windy  
this morning took the anchors, with the help of  
six men from shore. Got all hands on board and  
took the steamer & went to sea, with  
all sail, right in from the southward, saw the  
H. or Hawaii coming in, as we got out to see  
at 5 P.M. mustered all hands first picked the boat  
crew & the watches, the Fore watch taking the  
fore watch on duty.

Saturday December 2nd 1865  
Commenced with light airs, some part of the line from  
the Eastward & sometimes from the Southward excepted getting  
the boats ready, middle & latter part must be the  
fore part.

Sunday December 3rd 1865  
Commenced with a light breeze from the S.W.  
heading to the S.E. middle part light air from the  
Westward. latter part very stiff. Weather all in sight  
about 30 miles off by estimation. Three sails in sight  
during the day.

Monday December 4th 1865  
commenced with light-light & variable breezes  
all sail set employed setting up the fore top-mast  
back-sail. at 9 P.M. strong breeze took in some of the  
light sail, at 12 P.M. all sail set, at 3 P.M. the trades  
struck down very strong, took in all the light sails  
but soon after set them again, about 1.30 P.M. stood  
away the main-mast and the Captain went ashore  
at 6 P.M. left to with the main yard aback  
latter part fresh breeze of shore.

Tuesday December 5th 1865  
Commenced with a fresh breeze, somewhat squally,  
at 8 A.M. took parcels of Potatoes kept low the  
screw back, came on the side hoisted up aft the  
Captain ashore, setting the ship to the Westward  
of shore, latter part heading to the S.W. at 7 P.M. strong  
breeze in the light air, latter part very light & misty  
employed latter part setting up the fore top-mast back-sail.

Wednesday December 6th 1865  
commenced with a light land breeze, steering to  
Southward, at 1 P.M. set the light air, middle part  
nearly calm, at 5 P.M. light air from the Westward  
steering S.E. latter part light air from the S.E.  
saw a number of Finbacks to day, at 8 P.M. took  
in the inboard boat, the Cooper remaining at

Ship - Thursday

Remarks on Sea & Ship for Thursday, Cape Ahe Friday, December 8<sup>th</sup> 1865

Commenced with a moderate breeze from the E. steering about S. at 7 AM up of Hawaii the middle part - fine breeze. at 4 PM fresh breeze doubled the sails latter part wind moderated. heading to the S. a few hours. very much lightning & some rain at 11 PM heaved around heading E & E. wind about NE

Note

Saturday December 9<sup>th</sup> 1865

commenced fresh from the NE under double reefed topsails, heading to the S. at 10 AM all topsails standing in fore the mast. at 12 AM single reefed topsails. at 2 PM I came up to the land to the standing of shore. latter part fresh breeze. at 4 PM put the harbor boat out on her cranes. latter part moderate. heading to the SE. at 8 PM the light of the volcano was distinctly seen bearing about N. N. W. twenty miles distant from land. & 15 miles from the volcano to the water. total thirty five miles

of Hawaii

Sunday December 10<sup>th</sup> 1865

commenced with a fresh breeze from the NE. under single reefed topsails. at 3.30 AM moderate. turned the reefs out of the topsails & set the S & Sails flying just at 5 AM for the Nixen logabuntail. moderate all day. of Hawaii from Hawaii about 20 miles off. latter part light. heading to the SE. of shore. the volcano at 8 PM. bore W N W

Monday December 11<sup>th</sup> 1865

commenced with a fine breeze all sail set. we to the SE. at 2 AM tacked ship standing shore. middle part variable. employed in ship duty the cooper employed repairing the bow to heading about SE

Tuesday December 12<sup>th</sup> 1865

commenced with a fine breeze in ship duty middle & latter part strong. at 1 PM under single topsails, wind about SE & SE. heading to the NE. latter part

Wednesday Dec 13<sup>th</sup> 1865

commenced strong wind under single reefed topsails course good. employed in ship duty. cooper employed in ship repairing. the fore part middle & latter part - much like the fore part

Sea - Friday



Thursday, December 14th /65

Then about four hours commenced with strong breeze from the E.N.E. on different tacks during the day. Ship and reefed topsails, employed in ship's duty. at 12 M put the bow boat out on the crains. latter part heavy squalls with rain during the middle part. sun off to the S.W. at 5 P.M. left to of Heils with the main sail aback. latter part heavy squalls with rain during the middle part.

Friday December 13th /65

commenced strong from the E.S. under short sail standing in to the land. at 9 A.M. turned the reefs on of the topsails. & made some sail. at 10 A.M. lowered the waist boat & went in after the Captain. Came along side again at 4 P.M. made sail standing on the wind heading S.W. on the starboard tack. latter part strong

Saturday December 16th /65

commenced strong from the E.S.E. latter part E under reefed topsails. heading to the N.W. E. middle & latter part much like the fore part. Lat  
Longitude

Sunday December 17th /65

commenced strong from the E.S. under reefed topsails at 6 A.M. made more sail. squally all through the day. taking in the sails of the main sail frequently. latter part much like the fore part. Lat  
Longitude

Monday December 18th /65

commenced strong from the E.S.E. reefed fore & main topsails. at 6 P.M. reefed the main heading from N.E. to N.W. middle & latter part much like the fore part.

Tuesday December 19th /65

commenced strong from the S.W. E. all heading to the N.W. E. under the topsails. middle & latter part much like the fore part. Lat  
Longitude

Wednesday December 20th /65

commenced strong from the E.S.E. under reefed sail heading to the N.W. employed in ship's duty. Lat  
Longitude

Thursday December 21st /65

commenced strong from the E.S. heading to the N.W. under sail. at 1 P.M. made sail. employed in ship's duty. middle & latter part moderate

see these letters to

To be changed to sails  
 forward the  
 found the Spanish sail  
 - 184 - 111 - 111 - 111 - 111 -

### Bermarks on board Ship Geo. Town. From the Friday December 22<sup>nd</sup> 1865

Commenced light, all sail set, heading to the  
Sd & Ed for part - latter part heading to the Sd & Ed  
middle part - much like the fore part  
employed repairing the old fore topsail Lat  
Long

### Saturday December 23<sup>rd</sup> 1865

Commenced with a light breeze from the Sd & Ed  
all sail set heading to the Sd & Ed middle part  
moderate, latter part fresh at 5 till seven down  
the little fore topsail. 9 lines - one out one latter  
part fresh at the light sails in Latitude  
Longitude

### Sunday December 24<sup>th</sup> 1865

commenced strong under whole topsails heading to  
the Sd & Ed. wind from the Sd & Ed. at 0.30 till  
raised while water, at 6 under single reefed  
topsails latter part strong. Latitude  
Longitude

### Monday December 25<sup>th</sup>

commenced strong & continued so through  
the day, employed in ships duty at 10 till noon  
ship heading to the Sd & Ed. under single  
reefed topsails.

### Tuesday December 26

Commenced <sup>fresh breeze</sup> moderate from the Eastward steering  
by the wind heading to the Sd & Ed. middle  
and latter part - much like the fore part -  
employed as usual in ships duty Lat  
Long

### Wednesday December 27<sup>th</sup> 1865

Commenced equally heading from Sd & Ed to the  
middle part moderate with rain middle  
part moderate, latter part - much like the fore  
part. Latitude  
Longitude

### Thursday December 28<sup>th</sup> 1865

commenced moderate from the Sd all sail  
set heading to the Sd & Ed. at 4 till 10 wind from  
the Westward, middle part from the Sd & Ed, latter  
part from the Sd & Ed. heading to the Sd & Ed.  
latter part moderate

Note. This evening I was informed the Spaniards held a  
prayer meeting in the ships fore-castle. It caused me to be  
very thoughtful, and if we do not keep a good look  
aboard the Spaniards, you the weather will rise up against  
us. I am sure in the fore-castle of the ship, the officers  
will be very much interested in the affair.

Sandwich Islands bound to the Coast of Borneo

Friday December 24<sup>th</sup> 1765

Commenced moderate from the N.E. heading E  
southeast all sail set. employed in ships duty  
middle & latter part squally.

Saturday December 25<sup>th</sup>

Commenced strong & squally. employed in ships duty  
squad fore topsails. latter part double reefed all around  
heading to the Eastward most of the time

Latitude 29<sup>o</sup> 34' N

Longitude 143<sup>o</sup> 24' W

Sunday December 26<sup>th</sup> 1765

Commenced strong from the N.E. heading to  
the S.E. at 6, 30 AM struck aback by a squall  
double reefed the topsails. middle part single reef  
topsails. middle & latter part much the same. East-

Longitude

Monday January 1<sup>st</sup> 1766

Commenced with a strong breeze from the  
N.E. & E (all sail set) under single reefed topsails  
middle & latter part much like the fore part

a severe resolution to day. want strength to repair or I shall sail  
for hope I have been on my way. Latitude 29<sup>o</sup> 44' N

Longitude 143<sup>o</sup> 24' W

Tuesday January 2<sup>nd</sup> 1766

Commenced with a fresh breeze from the N.E.  
at 10 AM under all sail. latter part squally  
fore part middle & latter part of gear somewhat  
about the same

Latitude 30<sup>o</sup> 44' North

Longitude 143<sup>o</sup> 25' W

Wednesday January 3<sup>rd</sup> 1766

Commenced with a light air from the N.E.  
steering E by N. middle part moderate latter part  
strong. less the old gear. Latitude 30<sup>o</sup> 44' N

Thursday January 4<sup>th</sup> 1766

Commenced with a strong breeze from the  
Northward steering E by N. all sail. middle & latter  
part much like the fore part. Latitude 30<sup>o</sup> 30' N

Longitude 138<sup>o</sup> 43' W

Friday January 5<sup>th</sup> 1766

Commenced with a fresh breeze from the N.E.  
all sail set steering E by N. employed in ships  
duty

Latitude 30<sup>o</sup> 43' N Longitude 134<sup>o</sup> 42' W

Saturday January 6<sup>th</sup> 1766

Commenced moderate steering N.E. all sail set  
middle & latter part steering E by N. 1/2 N.

Latitude

Longitude

11

med  
a severe resolution to day. want strength to repair or I shall sail  
for hope I have been on my way. Latitude 29<sup>o</sup> 44' N  
Longitude 143<sup>o</sup> 24' W  
I painted the Mast-boom, but the old  
guy-rope

Remarks in Board Ship Sci. Victor

Sunday January 7th 1866  
This morning's hours commenced with a strong  
breeze from the N.W. at sail set steering E by N  
with fore-stern & squalls with rain. commenced  
in ship at 10 o'clock. Latitude 30° 48' N  
Longitude 129° 19' W

Monday January 8th 1866  
Commenced with a heavy squall. at 10 o'clock sail set  
under the Main-topsail till during a heavy squall  
the 1st, 2nd, & 3rd double reefed the topsail. similar  
squalls continued till 1 o'clock. Latitude 30° 38' N  
Longitude 123° 51' W

Tuesday January 9th 1866  
Commenced with a moderate breeze from the  
N.W. at sail set steering E by N 1/2 N at 4 o'clock  
upward charters sail. middle & latter part  
breeze at 1 o'clock under the double reefed topsail  
& fore-sail. latter part a little more moderate.  
Latitude 30° 30' N  
Longitude 122° 13' W

Wednesday January 10th 1866  
Commenced with a strong breeze from the  
N.W. under three double reef topsails & fore-sail & fore-  
at 4 o'clock took in the fore-sail at 6 o'clock set in  
at 3 P.M. main-topsail and set wind about W or  
N by N. latter part moderate. Latitude 30° 46' N  
Longitude 119° 04' W

Thursday January 11th 1866  
Commenced with a moderate breeze steering  
E by N wind from the N by N at 5 o'clock set all  
the light sails. commenced in ship at 10 o'clock  
at 1 o'clock under the main-topsail and fore-sail  
having made the land at Sandown from which  
at 6 P.M. took in sail the light sails Lat 30° 43' N  
Longitude 117° 25' W

Friday January 12th 1866  
Commenced light (all) at daylight made sail  
sail starting in show land at in sight, in  
very light. at 9 o'clock took the starboard chain  
at 4 o'clock took the fore chain at 1 o'clock  
at the mouth of San Quintin bay. having made  
the latter part rain & light breeze.

Saturday January 13th 1866  
Commenced light. being about at daylight made sail  
wind from the S. working to the S. latter part steering  
at 5 o'clock ship under double reefed main close reefed  
& mizen. latter part wind about W steering S under  
short sail

San Sandwich Islands to San Domingo & S B

Monday January 14<sup>th</sup> / 66

Commenced with a moderate gale of wind. made fair sail being S. by E. & till up the foresail. at daylight made all sail middle part fresh. latter part moderate

Tuesday January 15<sup>th</sup> / 66

Commenced moderate clearing down the coast. saw one vessel lying in Turtle Bay (Harrison of Cal) at 10 AM. found a whale. at 4 PM at 10 I sailed with the vessel to make steam latter part fresh about

271 30 11 114,09 11

Wednesday January 16<sup>th</sup> / 66

Commenced moderate & continued so through the day. at 6 AM found three boats & were whaling. Ship underway

Thursday January 17

Three boats of whalers in shore (6 boats) saw two more would strike iron hook. in AM waist boat picked up a stinker. finished cutting in at about 9 PM

Friday Jan 18

Refused boiling three boats of whalers. at 2 PM came down to reef foresail. at 8 PM the boats came aboard. latter part fresh. could down from 11 AM

271 11 114,32 11

Friday Jan 19 / 66

Continued strong. Fair boat aboard found the other three boats. at 11 AM boarded the Steamer from S. B. obtained papers for latter part fresh. our waist boat toward at 1 PM struck a whale in the iron hook

Note

I have made a mistake of a day in this work got 8 days instead of 7

Saturday January 20<sup>th</sup> / 66

Commenced light & continued so through. In day found the three boats this morning. Saw but a few whales to day.

the cutting stage was to do

Sunday January 21<sup>st</sup> / 66

Commenced light strong sea from the S. B. I saw the boats this morning. Fair boat struck Starboard boat killed him commenced to cut about 10 AM. latter part fresh breeze from the Westward

BBB  
Stinker

BBB  
will be sharp in the iron hook

BBB

At anchor of Island of San Juan, Lower California

Came to anchor  
in gulph  
of night, of the Island  
of San Juan

Monday January 21<sup>st</sup> 1866  
commenced with King of C. 3 boats of whaling  
saw a good number of whale to day employed boiling

Tuesday January 22<sup>nd</sup> 1866  
strong breeze, three boats of whaling. Main-boat  
stays aboard cooled down & kept out water at 4 PM  
anchored to the leeward of San Juan Bark of P.  
West-going here at anchor. Two whales  
this season.

Wednesday January 23<sup>rd</sup> 1866  
commenced light & fog the fog part, four  
boats of whaling saw but a few

Thursday January 24<sup>th</sup> 1866  
Commenced moderate & continued so through the  
day at 11 AM took a boat of the house & put it  
overboard. Four boats of fishing & whaling, whales  
seen.

Friday January 25<sup>th</sup> 1866  
This day commenced moderate & continued so through  
the day. Starboard boat struck & drew

Starboard  
boat struck  
drew

Saturday January 26<sup>th</sup> 1866  
Commenced going & continued so through the day  
four boats of whaling. Whales about don going  
South. saw a few to day. A Boarded a Steep  
by day of San Francisco, heeling 50 lbs of oil.  
her crew consisted of three men, found a Sander  
span there, by the name of Levi Levi Swift  
had visible gain

Sunday January 27<sup>th</sup> 1866  
Commenced light & employed whaling.

Monday January 28<sup>th</sup> 1866  
light from the Southaid, four boats employed, whale  
heavy swell on

Tuesday January 29<sup>th</sup> 1866  
Commenced light - at 7 AM lowered the  
greater boats & they went whaling, about 8 PM  
up & went down the coast

Wednesday January 30<sup>th</sup> 1866  
Commenced light & continued so through the day  
at 1 PM lowered water tubber bottom. W Boat  
boat did not kill him chased until dark  
storing & C

Light from  
Southaid, wind down  
the coast

W Boat

Thursday February 1<sup>st</sup> / 66

This day commenced light & continued so through the day employed in ship duty steering to the S. E. & S. W.

Friday February 2<sup>nd</sup> / 66

Commenced light at 4 AM toward three boats, took the Bark John Howlands boat, 6 whales, heard of the Onward & whales, at 7 AM anchored in Mangarella bay. The boat followed the ship down. Saw a number of whales in the bay.

Saturday February 3<sup>rd</sup>

four boats of roasting. L. boat found a stealer in Clarks lagoon. The boat struck a cow, starboard boat killed it. Ship got under way & came to meet us, took him along side at dusk. L. S. boat was all night.

Sunday February 4

employed cutting, took the stealer along side about 4 AM. The boat was whaling, ship got under way & came up a piece down to anchor again about dusk.

Monday February 5<sup>th</sup> / 66

Commenced strong, toward L. S. boat. L. boat boat struck a calf, took him along side & heaved him in. Ship got under way but came to anchor again in 7 fathoms water. It appears the calf belonged to the cow which the West boat got last Saturday.

Tuesday February 6

sent four boats up the lagoon. West boat struck a calf & drew it up. It was all night cold & disagreeable.

Wednesday Feb 7

up the lagoon four boats. Starboard boat got stuck. Bow boat struck & got stuck. The bow boat fixed him & took him in. Three boats crew came to the ship.

Thursday Feb 8<sup>th</sup>

employed towing the whale to the ship, took him along side about 12. The four boats crew all turned in.

Friday February 9<sup>th</sup> / 66

commenced light - L. S. boat toward this boat struck L. boat killed & got it. took her ashore, whale the ship got under way & came to the whale & anchored & him

at 5 PM

Margaritta Bay. At anchor. February 10<sup>th</sup> /66

Saturday February 10<sup>th</sup> /66

commenced cutting, got under way stood a short distance  
wind came ahead, came to anchor again, two boats  
whaling, at night the killers boat came along side  
having been fast to a whale & had to cut

Sunday February 11<sup>th</sup> /66

Commenced fine & continued so all day, employed  
three boats of whaling. Wais' boat in charge of the  
main. Being unwell myself & did not go, but  
in Wais' boat struck a calf, & kept a while the  
Starboard boat struck the cow fast to her until  
dark & droned. boats got to the ship about 10 o'clock  
the other boats have some provisions to day, took oil in exchange

Monday February 12<sup>th</sup> /66

Commenced moderate & continued so all day three  
boats of whaling, finished boiling about 12 o'clock

Tuesday February 13

Commenced fine & continued so all day three boats  
of whaling but saw nothing

Wednesday February 14<sup>th</sup> /66

Commenced moderate, and three boats of sea  
Chalks Sagoon got in with a whale, the Starboard  
boat struck & killed it, took it to the ship about  
11 o'clock, hoisted up the boat, & cut in the water

Thursday February 15<sup>th</sup> /66

commenced with thick fog, sent three boats up  
Chalks Sagoon, saw two whales (& think) chased  
until nearly dark, & then went ashore & stayed all  
night

Friday February 16<sup>th</sup> /66

commenced foggy, but the beach as soon as  
the fog lifted raised a whale, and chased some  
out the Sagoon, the Killers took to the ship  
& the Wais' boat struck the cow Starboard boat  
killed, got him to the ship about dark

Saturday February 17<sup>th</sup> /66

Ship employed cutting a whale, two boats of on the  
flats, at 10 o'clock, heard the other two boats & all  
went up Chalks Sagoon went ashore & camped all  
night

Sunday February 18<sup>th</sup>

commenced foggy, and at about 9 o'clock went up the Sagoon  
in a small boat, Starboard boat struck & killed, went ashore & stayed

Made whale

CP

CP

CP



Monday February 19<sup>th</sup> /66

two boats employed towing a whale to the ship  
Took him along side about 5 P.M. and cut him  
in finished about 1 P.M.

Tuesday 20 Wednesday 21 Thursday 22 Friday 23 Saturday 24 Sunday 25  
Monday 26 weather clearing up the day  
there but few days the Bow boat struck & killed  
the Starboard boat struck ice & saved them  
the boat right up of them, on Friday the  
Bow of the Thompson & Oliver boat was  
the former with 500 latter 300

Wednesday February 28<sup>th</sup> believe birth day  
came from the Lagoon so they saw nothing.

Thursday March 1<sup>st</sup> /66  
at home on land, employed stowing down

Friday March 2<sup>nd</sup> /66  
fine weather employed stowing down, F.B. & Starboard  
boat of whaling saw nothing.

Saturday March 3<sup>rd</sup> /66  
employed stowing down oil finished at 6 P.M. put  
a little between decks

Sunday (Monday) March 4<sup>th</sup> /66  
this day commenced with a thick fog. I intended to  
have gone to work but being the Sabbath postponed  
it. about 1 P.M. the B. boat went fishing. the crew  
were gaming on board the Bark Oliver Crocker  
spent the afternoon very pleasantly

Monday March 5<sup>th</sup> /66  
commenced fog. employed stowing of the lower sea the  
fore part latter part washing ship inside.

Tuesday March 6<sup>th</sup> /66  
employed fore part washing ship outside. about 2 P.M.  
hove up & went to sea. in company with the Oliver  
Crocker. Outside of the heads 6 P.M. latter part  
very light - all sail set stowing along the land  
about 1 P.M.

Wednesday March 7<sup>th</sup> /66  
commenced light & continued so through the day  
to the 9<sup>th</sup> but all sail set employed in ship duty

Thursday March 8<sup>th</sup> /66 commenced light  
commenced light, middle part the same, at 6 P.M. but some  
ashore at Cape St. Lucas, latter part strong being off on  
to Cape St. Lucas. 1837 to Bahia

Deck since leaving Cape St. Lucas, March 9th

# Remarks on board Ship, Gov. Tronch from Friday March 9th/66

This day commenced with a strong breeze under short sail being of an on to Cape St. Lucas, at 6 AM all sail set, at 7:30 the foreboard was raised, being in having steps on board the lines were cut, having braced forward upon the bow-logs the steering S.W. at 1 PM all hands on deck employed in the rigging. Standing boats crews at Night

Latitude 19° 52' N  
Longitude 121° 04' W

## Saturday March 10th/66

Commenced moderate all sail set steering S.W. employed setting up the lower rigging, Lat 21° 05' N  
Longitude 122° 50' W

## Sunday March 11th/66

Commenced moderate all sail set steering S.W. middle & latter part the same Latitude  
Longitude

## Monday March 12th/66

Commenced moderate & continued so through the day. at 9 AM struck the mainmast, fitted a new truck tree & jelled the topmast & topmast mast & got the topmast yard aloft

## Tuesday 13th of March

fine breeze, employed fore part setting up rigging, sending topmast & mast yard aloft & set all the sails to the main  
Lat 19° 27' N  
Long 119° 27' W

## Wednesday March 14th/66

Commenced moderate & continued so through day. employed to work in the rigging such as taring & ratting down  
Lat 19° 51' N  
Long 122° 50' W

## Thursday March 15th

Commenced with a fresh breeze employed in the rigging, ratting & taring down  
Lat 19° 52' N  
Long 123° 50' W

## Friday March 16th/66

Commenced light middle & latter part the same, all sail set steering W 1/2 S. employed in the rigging  
Latitude 19° 34' N  
Longitude 124° 17' W

## Saturday March 17th/66

Commenced moderate & continued so through the day employed in the rigging, steering W by S, standing watches at night, two watchmen heading one of the watches, all hands on deck at day since leaving Cape St. Lucas  
Lat 19° 52' N  
Long 121° 04' W

Cape St Lucas to the Sandwich Islands

Sunday March 19<sup>th</sup> /66

commenced fire & was light - & continued so all day steering S by W.

Latitude 19.46

Longitude 133.06 W

Monday March 20<sup>th</sup> /66

Commenced fire & continued it all through the day for hours, employed middle & fore part of the ship outside, & breaking our water & shovels at 3 PM as the fore topmast had sprung.

Latitude 19.44

Longitude 133.11 W

Tuesday March 20<sup>th</sup> /66

Commenced fire, employed in ship duty, steering down the lower mast - at 4 PM set the M<sup>st</sup> & M<sup>dd</sup> Mast

Lat 19.44

Long 133.28 W

Wednesday March 21<sup>st</sup> /66

employed in ship duty, about through with the rigging all sail steering N by S

19.53

133.57

Thursday March 22<sup>nd</sup> /66

employed in ship duty, pleasant, all sail set

20.75

142.34

Friday March 23<sup>rd</sup>

fine & pleasant employed repairing the mainmast

21.14

145.04 W

Saturday March 24<sup>th</sup> /66

employed in ship duty, & repairing a topsail, wind light & continued so through the day

Latitude 19.54

Longitude 147.38 W

Sunday March 25<sup>th</sup> /66

fine & pleasant, all sail set steering N by S 1/2 S. Chase lanced a gimback & killed him.

Latitude 19.54 W

Longitude 151.17

Monday March 26<sup>th</sup>

moderate wind about N E, steering N by S 1/2 S employed in ship duty

Lat 19.52 W

Long 152.26 W

Tuesday March 27<sup>th</sup>

commenced light, employed in ship duty, at 11 AM raised land & spouts on the starboard bow (Cook's) put the anchors of the bar at 4 PM and ran the chain

Lat 20.4 & 20.6 21.1 21.6 21.8 22.1 22.3 22.4 22.6 22.8 23.0 23.2 23.4 23.6 23.8 24.0 24.2 24.4 24.6 24.8 25.0 25.2 25.4 25.6 25.8 26.0 26.2 26.4 26.6 26.8 27.0 27.2 27.4 27.6 27.8 28.0 28.2 28.4 28.6 28.8 29.0 29.2 29.4 29.6 29.8 30.0

Wednesday March 28<sup>th</sup>

arrived at Oahu, came to anchor about 10 AM and received news from Daniel Wood, Massachusetts, Malthe, Eliza Adams, John P. Hill, & a merchantman. There were

March 29<sup>th</sup> employed getting of a cask of water, Malthe

to do

March 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup>



Sailed from Hilo I. I. April 11<sup>th</sup> 1866

Wednesday April 11<sup>th</sup>

at 4 P.M. commenced to get underway, light land breeze, laced four hours, seeing all the time, came to anchor about 10 P.M. just outside of the reef, was well ashore, came back about 7 P.M.

Thursday April 12<sup>th</sup> /66

Commenced with backing winds of shore, called at Hilo about 3 P.M. made all sail, short of about 600 with the assistance of the port, went to sea, in company with the *Hidas* & *Endeavor*. latter part strong, under double reefed topsails

Friday April 13

at 7.30 A.M. came to anchor of *Hawaiah*. three ships at anchor, strong fore & latter part.

Saturday April 14

Commenced strong. two ship drages of, one ship arrived to day. at 7 P.M. sent down the royal yards employed latter part painting ship and sending the main boat

Sunday April 15<sup>th</sup>

Commenced at sea a few hours, a number of vessels arrived here to day. *Mercury*, *India*, *Florida*, *Heim* arrived to day from Honolulu & between the *India* came near the rocks, boats went from most all the ships and got her underway

Monday April 16

moderate all day, making worthy of notice

Tuesday April 17<sup>th</sup> /66

fine weather all day, got our relations to day, no land breeze to go to see with to day

Wednesday April 18

strong sea breeze all day, ship waiting for a trading round to go to sea with

Thursday April 19

at 8 A.M. hove up & went to sea, strong, at 12 night shortened sail

Friday April 20

raised *Hakoo* at 1 P.M. at 6 sent a boat ashore, latter part employed baking our oil grove between on deck

Saturday April 21<sup>st</sup>

at 6 P.M. came to anchor outside of the reef at *Honolulu*, employed the latter part scowling the oil ashore, got the boat ashore,

Hawaiah

Honolulu

Remarks on board Ship Geo Group, Cape B.

Sunday April 22

At anchor outside of the reef. Mr Murray spent most of the day on board

Monday April 23

Commenced to blow like great guns. Ship braced up fore up. stood off & on during the day employed drawing saltwater & finished packing our oil

Tuesday April 24

Came to anchor about 6 A.M. finished getting the oil ashore about 11. came aboard fore up standing of 9 on

Wednesday April 25

fore up standing of 9 on. at 6 P.M. the captain came aboard. all sail set steering W. by N. light - latter part of foremast staying in sight

Thursday April 26

fore up standing of 9 on. steering W. by N. employed picking over potatoes & repairing staying in sight

Friday April 27 1866

Came to anchor about 10 A.M. Wairua Haru no ships. the Alonera stores - above bars, obtained 18 pigs two bullock three a few chickens and I guess that is about all. fore up and went to sea at 8.30 P.M. latter part light

Saturday April 28 1866

Commenced light & continued so all through the day. at 9 A.M. lashed the anchors & stowed the chains

Sunday April 29 1866

Commenced light. & continued so through the day steering W. by S. latter part steering N. by E. 21 42 16 42 16 42 16 42

Monday April 30 1866

Commenced light. employed in ship's duty. middle & latter part much like the fore part - steering W. Latitude Longitude

Tuesday May 1 1866

Commenced nearly calm & continued so through day. employed repairing a new mainmast & coiling tow lines for all the boats. Lat 21 25 Long 166 45

Wednesday May 2 1866

Commenced with a light breeze from the N.W. Lat 22 35 Long 167 02

Arrived at Wairua

from Sandwich Island to the Arctic

Saturday May 12<sup>th</sup> 1766

Our passage so far from the Islands has been very light - so far. We saw three or four days there has been a breeze. We have been steering from N. by E. to N. by W. been employed most of the time, endeavoring on two lifts which formerly belonged to the S. C. S. S. A. We have very anxious for a wind so far that we will be a cut and we will quit if I have been below for some time. The islands on account of sickness produced by a hard cold I have been troubled with the Piles quite bad ever since we left the islands. Nothing appears to be much good, although I try most every thing that is recommended they appear to be different from any I have ever had they appear to be quite painful most of the time

Lat 26<sup>o</sup> 44'

Long 177<sup>o</sup> 12'

Sunday May 13<sup>th</sup> 1766

commenced with a good breeze a part of the day steering N. by E. N. by W.

Lat 26<sup>o</sup> 44'

Long 177<sup>o</sup> 12'

Monday May 14<sup>th</sup> 1766

commenced with a fresh breeze from the S. by E. all sail set steering N. by E. middle & latter part strong

28<sup>o</sup> 25'

180<sup>o</sup> 07'

Tuesday May 15<sup>th</sup> 1766

commenced strong from the N. by E. all sail set. middle & latter part light

Wednesday May 16<sup>th</sup> 1766

commenced light from the N. by E. heading N. by E. employed to work on old sails at the fore part the fore part - latter part. head wind about E. N. E.

Latitude  
Longitude

Beyond Cape Horn  
 & far the north  
 & far the south  
 & far the west  
 & far the east  
 & far the north  
 & far the south  
 & far the west  
 & far the east

# Remarks on board Ship, Gov Group

Thursday May 17<sup>th</sup> /66

commenced with a moderate breeze from the middle part fresh latter part strong from the part moderate. bore the fore topsail & fore spanker  
 Latitude 36° 34' N Long 177° 25'

Friday May 18<sup>th</sup> /66

commenced moderate from the E & middle & latter part strong at 7 AM wind about S & E steering N & W employed middle part repairing the mainsail. at 1 PM bore in. at 5 PM bore down the fore topsail, & bore another old one. latter part strong  
 Latitude 36° 34' N Long 177° 25'

Saturday May 19<sup>th</sup> /66

commenced strong from the S. steering N & W under main topsail & No 1 galant sail, at 1 PM main sail, middle part light moderate latter part light from the N & W heavy swell running  
 Latitude 36° 30' N Long 176° 58'

Sunday May 20<sup>th</sup> /66

commenced light from the S. steering N & W at 2 PM bore the Southern. latter part fresh  
 Lat N Long

Monday May 21<sup>st</sup>

commenced strong from the S. steering N & W all day at 1 PM strong from S. W. at 4 under fore & main topsail & fore spanker. latter part fresh from about 10 AM. The fore topsail falling away with as I run almost laid up with the piles

Tuesday May 22<sup>nd</sup> /66

put out from N & W under fore & main topsail steering N & W at 2 PM bore one reef out of the main topsail. about 10 took in the fore sail & close reefed the main topsail. latter part little more moderate  
 Lat N Long

Wednesday May 23<sup>rd</sup> /66

Ship under short sail, at 6 AM had all sail struck middle & latter part nearly calm  
 Lat N Long

Thursday May 24<sup>th</sup> /66

commenced light from the N all sail set, steering to the N & W. middle & latter part moderate  
 at 4 till 6 M Long 176.40 E

Friday May 25<sup>th</sup> /66

commenced with a moderate breeze, squalls & latter part variable wind nearly ahead.  
 Lat 49° 00' N  
 Long 175.02

of journal.



from Sandwich Islands to the Boy Islands

Saturday May 26<sup>th</sup> /66

commenced calm at 7 A.M. light breeze from the S.E. all sail set steering N.W. at 12 M. fresh breeze at 6 P.M. strong, reefs fur & stizen top sail. main & aback sail set. latter part snow moderate Lat 49 1/2 S Long 175 1/2 W

Sunday May 27<sup>th</sup> /66

Commenced fresh, middle & latter part snow moderate all sail set, steering N.W. Lat 49 1/2 S Long 175 1/2 W

Monday May 28<sup>th</sup> /66

fresh breeze all sail set, steering N. quite cool, middle and latter part much the same

Tuesday May 29<sup>th</sup> /66

Commenced fresh, all sail set, steering N. wind from the E.S. at 6 P.M. under double reefed top sail, wind N.E. middle & latter part N.W. heading about N.W. Latitude 50 1/2 N Long 176 1/2 E

Wednesday May 30<sup>th</sup> /66

Commenced strong from the N.W.E. heading to the S.W. under short sail. at 4 P.M. made a little sail. at 2 P.M. luffed ship & stood to the S.E. killed four hogs to day

Thursday May 31<sup>st</sup> /66

nothing worthy of notice, wind from the N.W. at 11 P.M. saw the crew's nest sleep (a house to stand on the wall in) Lat 50 1/2 N Long 177 1/2 E

Friday June 1<sup>st</sup> /66

commenced strong, under reefed top sail, wind well to the N.W. heading on the tack we can do the best. Lat N Long

Saturday June 2<sup>nd</sup> /66

Commenced quite moderate all sail heading to the E. thick fog, at 11 A.M. luffed ship heading to the S.W. killed two hogs to day middle & latter part much like for part Lat 50 1/2 N Long 178 1/2 E

Sunday June 3<sup>rd</sup> /66

Commenced with a good breeze from the N.W. on different tacks during the day; at 2 P.M. raised a sail. at 12 M. spoke & gained the Ship Mt. Wallator 150 Spms. middle & latter part much like the for part. Latitude 50 1/2 N Long 179 1/2 E

Monday June 4<sup>th</sup> /66

commenced light, middle part the same latter part calm, only sail in sight. at 2 P.M. raised the land coast of 'Hambathka' all covered with snow Lat 50 1/2 N Long 180 1/2 E

It is the poor hogs to day

Weather cold

since we got the Sandwich Islands

the day has been very warm

# Remarks on board Ship Geo. Henry Capt. Asher Tuesday June 5th/66

Commenced with a calm. Two sails in sight  
rather thick & heavy. Latitude 60<sup>20</sup>N Long 173<sup>14</sup>W

## Wednesday June 6th/66

Two sails in sight commenced with a breeze  
from about N.W. wind set us heading to the N.W.  
fog all day, blowing the fog horn as we go along  
the fog, but hear no response. Latitude 60<sup>20</sup>N Long 173<sup>14</sup>W

## Thursday June 7th/66

Commenced with a thick fog, wind from the N.W.  
to the N.E. all sail set at 4:30 fog lay up saw  
from aloft on the weather quarter. at 7 PM called in the  
light. Light from light house 60<sup>50</sup>N Long 179<sup>14</sup>W

## Friday June 8th/66

Commenced light & continued so all through the day  
about 9, were on board of the Mails, nothing worthy  
notice through the fog. Lat 60<sup>13</sup>N Long 178<sup>14</sup>W

## Saturday June 9th/66

Commenced fine wind from the N.W. at 4 PM commenced  
haul more to the Westward at 10 AM wind N.W. & the stars  
in show. about 4 AM raised the ice first for the  
season. Two sails in sight. at 10 AM sent down the  
fore topsail & sent another old one, were into the ice the  
being very light. at 11 thick fog set in with our ship  
& stood out of the ice & sent a back wind from the  
latter part thick fog.

## Sunday June 10th/66

Commenced with a moderate breeze from the  
N.W. at 10 AM set up dead in to the ice, saw a number  
of ships at 4 AM gained with the Lydia with Ballston  
at 7 AM general alarm among the number for  
Bark "Hellen" Mar Capt. H. Greenham. per  
Mar Greenham I received a letter from Capt.  
No 25 but had ought to have been 26 as the other  
one was 25. I did have the privilege of seeing  
old Shipmate, latter part thick

## Monday June 11th/66

Commenced moderate. middle part  
running through the ice, went in clear water  
when a few miles off the Cape (Cape Vancouver  
& Avirene) put the spear anchor on the  
& got up the small chain, gaming with the  
Florida

Saw the first ice for the  
season to day. three miles in sight.  
Gained with  
the ship Florida  
Capt. Reginald Capt.  
Boardman  
Gained with  
the Lydia with  
Ballston  
at 7 AM  
general alarm  
among the  
number for  
Bark "Hellen"  
Mar Capt.  
H. Greenham.  
per  
Mar Greenham  
I received  
a letter  
from Capt.  
No 25  
but had  
ought to  
have been  
26 as the  
other  
one was  
25. I did  
have the  
privilege  
of seeing  
old Ship  
mate.  
latter  
part  
thick

Cruising of Cape Codders

Tuesday June 12<sup>th</sup> /66

Commenced with a moderate breeze from the S & to bring Mr. at 4 AM saw a ship, we have then boats down kept up until 10 AM. It rained a heavy head toward that boat. Starboard boat struck the left-boards the vessel gave a lurch the whole struck him the fair-riering the whole head after lowering. Had no trouble with him at all, we close to. Commenced to cut at 1:30 PM finished about 3:30 During the afternoon four Captains came on board Capt. Gardner, Baker, Howe & Mills all came. latter part light air Sat Song

Wednesday June 13<sup>th</sup> /66

Commenced light and continued so all through the twenty four hours, at 7 AM gamed with the Mr. Jones & Norman. Capt. Childs, started the work at 4 AM & commenced to boil. Sat Song

Thursday June 14<sup>th</sup> /66

commenced light middle & latter part much like the sea part. employed boiling. at 3 PM gamed with the Ship finish Perry. at 7 a general game all the Captains coming on board the Gov Troop. among the whole number. there was but one which had a whole Gay Head three whales heard of the Cornelius Hoagland and 7 whales Sagoy, 3 Miperswa, Holola, Illinois

Friday June 14<sup>th</sup> /66

Commenced light from the N & W running to the southward, about 8 or 10 miles of shore, off Cape Codders about 1 PM. Norman & Gay Head, inshore of us at 7 PM the Norman had three boats down, latter part foggy

Saturday June 15<sup>th</sup> /66

Commenced light and foggy, at 9 AM Capt. Holly of the Gay Head came on board & staid until about 2 or 3 PM. & then went on board to see some blacksmithing gave us, finished boiling this morning employed through the day stirring down the oil at 4 PM strong breeze & thick under double reefed topsails

Sunday June 17<sup>th</sup> /66

Commenced strong under reefed topsails, at 4 PM light and all sail stirring to the S & W. at 11 AM back from the N & W steering about 12 PM. at 12 PM signified up, & at 1 PM things dark under in the showhouse, at 2 PM saw a ship standing to the S & W called it the Thomas Dickerson, latter part fresh

Good weather for us, ha

# Remarks on board Ship Gov. Troup, Somewhere

Monday June 18<sup>th</sup> 1866

Commenced with a moderate breeze, wind from the N.W. at 6 AM saw the Ship, Gov. Head  
lowered three sails. at 7 AM saw a whale the latter  
nothing worthy of notice through the remainder  
the day. 6 PM 20 M 17 1/2 M

Tuesday June 19<sup>th</sup> 1866

Commenced light from the N.W. at 10 AM saw  
land up towards Dover bay somewhere, during the  
after noon gained with the Illinois. middle &  
latter part much like the fore part.

Wednesday June 20<sup>th</sup> 1866

Commenced light. ~~from~~ running long through  
ice at 11.30 AM lowered the bow boat & went and  
hooked on a stinker took him along side and  
commenced to cut about 2 PM. a fine good stin-  
ker small. finished cutting about 6 PM

Thursday June 21<sup>st</sup> 1866

light breeze heading in for Cape Behring. wind from  
the Westward. heading to the N.W. employed boilers  
at 11 AM saw the Green Heron lower four boats  
a bowhead. middle & latter part moderate. about 4 PM came



Friday 22

to anchor of Cape Behring, at 6 AM sent three boats in  
after whales. <sup>gust of</sup> wind & Robert Towns took  
whale, a number of Tail in sight & several boiling  
Ship, Mt. Wallaston at anchor a short distance from  
us. employed to get stowing down

Saturday June 23<sup>rd</sup> 1866

Ship at anchor of Cape Behring, no ice along shore  
at 6 AM hoisted up & stood to the Westward, towards  
Culph. at 3 PM saw lots of whales inshore sent in  
three boats they cruised until dark 4 AM. Whales seen

Sunday June 24<sup>th</sup> 1866

commenced strong. middle part calm, 16 sail in sight  
& boiling. at 5 PM over to the ice. saw a number  
whale. lowered three boats. Starboard boat struck & saved his  
took him along side about 10 PM & commenced to cut  
employed latter part cutting

Monday June 25<sup>th</sup> 1866

Commenced with a moderate breeze employed cutting. at 3 AM  
watch went below, during the fore noon S & W. boat of  
whaling. (This is the first time I have heard this season)  
at 10 AM started the work. Latter part light strong from  
the Eastward. at 10 PM Ship under double reefed top  
working to the Eastward



# Cape Behring

Tuesday June 26<sup>th</sup> /66

These twenty four hours commenced with a strong breeze from the E. under short sail. during the middle part - when topsail & latter part close reefed topsail (four) being double reefed. employed boiling. saw but one ship with boats down to day. Heard of several ships that have done well. Co. Hoop = land 450 bbls. Florida Capt. Williams & whaler Frederick & whaler Reindeer & Three Brothers & Adeline & Congress 2 John Howland 2 There has been a goodly number of whales seen here this season & the most part - of the ship have done something, although several are yet clean. The prospect - to looks good for a fair season work. We have three whales now about 250 barrels I suppose

Wednesday June 27<sup>th</sup> /66

Commenced with a strong breeze under short sail. at 10 AM came in fog. finished boiling at 11 AM. spoke the ship Adeline three whales. Capt. Gowl came on board & stayed a few moments spoke the Bark Mercury & John Howland, employed middle part making out some sheets to set up. then morning sailing in all day. commenced at Cape Behring. latter part strong breeze. fine thick fog & very disagreeable among ice. wearing ship quite often

Thursday June 28<sup>th</sup> /66

Commenced strong under short sail. at 10 AM fog lit up saw land. & 13 sail at anchor under the land. to the westward of Cape Behring. at 1 PM Capt. Gubbers of ship Julian came on board at 6 gained with the Adeline heard that the Daniel Wood. & French ship. winter was both stove in the ice this morning. Employed through the day - staying down. latter part moderate but thick. 20 ships in sight

Friday June 29<sup>th</sup> /66

Commenced moderate under short sail. large breeze from the E. at 8 AM made sail. gained with the President 4 whales. at 12 M thick fog. at 9 PM double reefed the topsails among the ice. latter part very high. employed the latter part getting water of the ice.

Saturday June 30<sup>th</sup> /66

Commenced light. employed the fore part - wearing ship down a cake of ice. took on board about 60 bbls. part of it for washwater. middle & latter part - working through the ice to the S. E. ice as far as the eye can extend. a few ships in shore at anchor. & five sail following the land to Eastward among the number is the Reindeer - latter part sea very thick & heavy

Sunday July 1<sup>st</sup> /66

commenced light. in heavy ice. at 6 AM took in the fish. with 4 whals from the topails. about 1500 2 miles off shore. at Cape Behring

the ice. June 28<sup>th</sup> /66

Remarks on board Ship for Receipt of ...

Monday July 2nd 1866

Commenced moderate. Ship in the ice. thick fog. Ship  
going with the topsails on the cap, tide up to a cake  
ice. at 6 AM club up the topsails, at 9 AM heeled the  
topsails. employed the afternoon stowing up the after  
at 2 PM ... the stream anchor and put an  
fathom on the chain. found the current setting N.W.

Tuesday July 3rd 1866

Commenced moderate, from the S.E. thick fog,  
the ice. going by the stream anchor. at 10 AM fog  
little, saw the land, but could not distinguish the ...

Wednesday July 4th 1866

Commenced light from the Eastward. at 5 AM light  
from the N.W. at 5 PM ... 12 sail in sight in  
at anchor, middle & latter part - thick fog. Celebrated  
the fourth as well as we could by firing guns  
firecrackers. at 6 PM a seal passed along by the ship  
a piece of ice fired 6 or 8 balls at him but as none  
struck him away he went enjoying his precious piece  
ice. felt rather uncomfortable to think none of the  
Ship could not see our guns.

Thursday July 5th 1866

Commenced with quite a fresh breeze from the S.E.  
going at anchor. thick fog. at 4 PM ... made a  
sail stood in shore about two or three miles & dropped anchor  
again. land not in sight. 12 sails at anchor in sight  
after coming to anchor a cake of ice hit the rudder  
& caused four spokes from the wheel to be broken from the wheel.

(Thursd) Friday July 6th 1866

thick fog. wind from the S.E. going at anchor in  
ice. nothing worthy of notice to do.

Saturday July 7th 1866

Commenced moderate & thick. at 5 AM clear. hove up  
& made sail. working through the ice. latter part thick  
heavy ice. all the ships with one exception under way  
at 9 AM saw clear water.

Sunday July 8th 1866

Commenced light running the ice through the ice. at  
one of the ice. head ship out at 12 ... running to the  
wardward the ice down although some little way off  
about 3 PM gamed with Park Trident. clear latter  
part sighted St. Lawrence Island running under east sail.

Monday July 9th 1866 S 64 30, 174

For part thick fog, going about at 8 AM steering a course  
land. kept to the wind & tacked ship heading N.W.  
Lat 64.30, 174  
Long 174.20

Monday July 9<sup>th</sup> 1866 Arctic Ocean

Tuesday July 10<sup>th</sup> 1866

Commenced light & continued so through the day. thick fog  
most of the day. working to the N. E. gamed with the former  
latter part in thin ice. St Lawrence Island in sight - bearing  
(Western end) bearing S. 72 W at 4.5. 16.

Wednesday July 11<sup>th</sup> 1866

Commenced calm. thick fog, in thin ice. at 1.30 A.M. came  
to anchor in 20 fathom of water. at 4. A.M. hoisted up standing  
to the N. E. sail in sight. middle & latter part thick fog.

Thursday July 12<sup>th</sup> 1866

Commenced fog & continued so all day. at 6. A.M. came to  
anchor in 23 fathom of water. wind from the S. E. & S. W.  
St Lawrence Island bearing S. 60 W. near as we can see it  
is

Friday July 13<sup>th</sup> 1866

Commenced with a thick fog. being at anchor, at 8 A.M.  
saw up, passed heavy ice. at 2.30 P.M. fog it up five sail  
in sight, all steering to the N. E. of which Perry, Fobongress,  
Couch, Alline, & others. I went with the Alline  
& Alline, at 6 P.M. thick fog. at 7 P.M. the fog lifted. wind from  
the Southward & Westward. latter part being aback. Ice 600 ft.

Saturday July 14<sup>th</sup> 1866 Long 168.

Commenced strong from the N. E. & N. W. fog at 2 P.M. hoisted  
up. at 9 P.M. lowered all dices. at 8 & 6 gamed with the  
Black Point of Kamin. on which some of the  
saw up to 64. A.M. saw a few sealing whales & a few  
Kings. Alline, latter part strong wind from the N. E.  
latter part I saw several, working to the N. E.

Sunday July 15<sup>th</sup> 1866

Commenced strong from the N. E. & N. W. under short sail working  
to the N. E. at 3 A.M. commenced to make sail. toward two  
boats of the dices. passed ice north. at 6 P.M. fog  
in the Arctic. latter part strong from the N. E. & N. W. 600 ft.

Monday July 16<sup>th</sup> 1866

Commenced strong at 2 A.M. made all sail three sails in sight -  
middle & latter part - strong from S. E. & N. E. at 4 P.M. gamed with  
the Northern Light - two whales, & 900 sperm between season. latter  
part steering N. W. 670 45 A.M. S. 171.09 W

Tuesday July 17<sup>th</sup> 1866

Commenced moderate under short sail rather thick & rain  
middle & latter part all sail set. wind from the N. E. & N. W.  
fog part - latter part from the N. E. & N. W. bearing to the N. E.

Wednesday July 18<sup>th</sup> 1866 Long 169, 44 W

Commenced moderate from the N. E. bearing to  
the N. E. & N. W. middle & latter part strong from the  
N. E. & N. W. fog part thick & raining

Thursday July 19<sup>th</sup> 1866

Commenced strong from the N. E. & N. W. under short sail bearing  
to the N. E. & N. W. gamed with the Robert Town, (of S. dna) & Gen Scott  
& A. Van Hook. 400 seals. latter part thick & raining

Arctic Ocean

Remarks on board Ship for Survey Captain [unclear]  
Friday July 20th/66

Commenced strong from the NE on the fore  
part. under double reef & sail. of snow  
of snow. at 7 PM saw a few scattering cakes of ice, on  
sail in sight. a short distance off. (the General Scott) latter  
part. more moderate

Saturday July 21st

working to the Northward. latter part gamed with the  
General Scott & Bark Courser. latter part going to the  
SE.

Sunday July 22nd

moderate. fore part steering to the SE. arriving  
the 7. latter part near evening gamed with the  
St George. Lat 70 00 N Long 164 46 W

Monday July 23rd

Commenced light. working to the NE 64. saw of  
Diplomat. Gamed with the Courser & St George  
7 SAITS in sight. Lat 69 39 N Long 168 29 W

Tuesday July 24th/66

Commenced strong from the Ed working to the NE Ed  
saw the land composed by the Ice Caps. passed the  
Florida & Adham. boiling. Saw a white Grampus

Wednesday July 25th/66

Commenced fresh from the NE working to the  
NE Ed. At 10 PM ships all commenced to rain of ice  
St. George middle part had a general game. during  
the fore part saw a lot of dogs - middle & latter part  
very pleasant.

Thursday July 26th/66

Commenced light from the SE & Ed all sail set  
of N. S. a gale saw 1 sail steering to the SE. saw of  
the Bark Alpha 200 this morn. at 11 commenced sailing  
wind from SE. a B. K. high in the night. the sail  
by 12 PM. & then it rained with gale like. at 1 PM  
to make sail. latter part with moderate, thick fog  
Lat 69 45 N Long 166 26 W

Friday July 27th/66

Commenced thick & moderate from about S & E middle  
sail. made all sail steering to the SE & NE. several  
in sight. some bound one way & some the other way  
middle & latter part thick. latter part being away  
at 4 PM wind hauled around about 180. employed middle  
part braving salt water to trim ship with  
Lat 69 28 N

Saturday July 28th/66

Commenced thick wind the NE working to the Northward. Gamed  
the Courser sailing to the SE. latter part saw a thick  
flock of sea birds. Lat 70 12 N

Sum

Florida  
boiling

See the Courser  
at 11 PM  
Lat 69 45 N Long 166 26 W



...ing in the Arctic Ocean ... August 1666. 3-4 ...

Sunday August 27th 66

Commenced light ... of the time ...

Monday August 28th

Commenced ... Lat 77 00 00 Long 172 04 00

Tuesday August 29th 66

Commenced strong ... at 4 30 ...

Wednesday August 30th 66

Commenced light ... Lat 70 04 00 Long 16 7 11

Thursday August 31st 66

Commenced moderate ... Lat 6 42 00 Long 16 00 35

Friday August 3rd 66

Commenced strong ... Lat 76 50 00 Long 172 04 00

Saturday August 4th 66

Commenced fresh ... Lat 76 42 00 Long 172 03 00

Sunday August 5th 66

Commenced light ... Lat 76 42 00 Long 172 03 00

Monday August 6th 66

Commenced ... Lat 76 42 00 Long 172 03 00

Commenced ... Lat 76 42 00 Long 172 03 00

St. E. of Herald Island. Arctic Ocean August 1st

with the Caspa. had whales. Lucia & George.  
Lat 70 00 N Long 174 48 W

Thursday August 9th 1866  
Commenced moderate & continued so through the day. Ship up  
the ice. Saw a few whales to do but none shot.

Friday August 10th 1866  
Commenced light & continued so through the day, gamed with sea  
ships. Saw Florida and John P West. middle part running  
the Eastward. at 6 AM heard a whale, all the whales were flying  
the ship to. Saw all the whales. 29 sails in sight.

Saturday August 11th 1866  
Commenced light. middle & latter part moderate. employed  
chasing whales most all day. With the Frank Martin three whales, saw  
but got a skin too. Whales very shy. Lat 70 45 N Long 171 57 W

Sunday August 12th 1866  
Commenced quite a bit from the ice. middle & latter part moderate. employed  
28 sails in sight. two boiling. latter part thick. had a good  
break Massachusetts struck a whale & its tail part of John's skin  
Lat 70 40 N Long 170 54 W

Monday August 13th 1866  
Commenced light. can see for a short distance. saw the Saint  
at 10 AM. 19th whale in sight. Lat 70 40 N Long 170 54 W

Commenced light & continued so all day. at night gamed  
with the St George. & Champion, at 10 PM. Capt. Perry of the  
Gayhead came along side. 5 whales in sight from the ship.  
Lat 70 58 N Long 171 41 W

Commenced light. from the Eastward. middle & latter  
part fresh & thick fog. middle part from the St. George  
part from the Westward. Gamed with ship Congress

Tuesday August 14th 1866  
Commenced moderate with snow. at 4 AM heard a  
few boats after a whale. going quick to windward. at 5 PM  
gamed with the St. George. saw three whales. Sent three  
sails to the ship for Friday.

Wednesday August 15th 1866  
Commenced moderate from the ice. all sail set out  
to the ice. saw the two boats setting to do. Minor  
Saw no whale. We have not seen a spout to do. Lat 70 35 N

Thursday August 16th 1866  
Commenced very light & continued so all day. employed  
in chasing whales. saw the Haddon take her first whale to do. the  
St. George took her second whale. Ten sail in sight boiling. Lat 70 4  
How I wish I was at home to night. I am so homesick. Lat 16 40

whales working to  
27 sails in sight  
none boiling  
Commenced moderate

ship whales  
at 10 AM  
6 - 18 49 1866

Sunday August 11<sup>th</sup> 66

Commenced light & thick, continued a great part of the day with the Ga Head, 4 or 5 whals

Monday August 20<sup>th</sup> 66

Commenced moderate, at 11 A.M. raised a whale. At 1 P.M. shot the 1<sup>st</sup> guess the earliest boat killed since the morning. Along side and came in at 3 P.M. finished at 7. started the works at 11. In all 1000 fish, under double top sail, a number of ships in sight, mostly leaving the Northern Light to cut a whale to do

Tuesday August 21<sup>st</sup> 66

Commenced fish, under easy sail, middle rather fast thick, during the fore part saw five sail from their boiling, employed boiling

Wednesday August 22<sup>nd</sup> 66

Commenced moderate, with a hard squall, the men caught employed boiling till 1 P.M. and the 1<sup>st</sup> five crooked and Bark Florida Capt. Williams, under short sail Dec 7<sup>th</sup> 1805 at Long 169<sup>th</sup> 23 4<sup>th</sup> 1811

Thursday August 23<sup>rd</sup> 66

Commenced light, from the G. sea and storm, finished boiling about 12 M. starting at 6. one sail in sight, at 4 P.M. saw a whale, one rising

Friday August 24<sup>th</sup> 66

Commenced light & continued so till through the day, four hours, thick fog most of the time, toward one during the day, went on board of the Bark Minerva a short time working in the Id. Ed. the year 1801 - Dec 7<sup>th</sup> 1805 at Long 163<sup>rd</sup> 17<sup>th</sup>

Saturday August 25<sup>th</sup> 66

Commenced with a light air from the N.W. & W. blowing around here, saw whales at 4 P.M. toward our boats but no can catch, Capt. Fisher of the Sagoda was on board & got his letter, I had the fort. T. D. Smith, Capt. Blough of the ship, Northern Light came & spent the evening, Sagoda 11 whales

Sunday August 26<sup>th</sup>

Commenced light, thick fog all the fore & middle part, during the evening came with the Daniel Wood, under full sail Long 166<sup>th</sup> 07

Monday August 27<sup>th</sup> 66

Commenced with a moderate breeze from the eastward starting to the Id. Ed. saw two whales to do, going to the Id. Ed. would not be caught, these whales Long 1100<sup>th</sup>

Tuesday August 28<sup>th</sup> 66

Commenced moderate, with a hard squall, at 11 A.M. went to the Id. Ed. saw a number of whales boiling, having got a cut for the day

23 / 1811

Thursday August 27th/66

Commenced with a ... raised a whole and ...  
... to the ... by the wind ...  
... the ... Ship ...

Thursday August 28th

Commenced with ... of the day ...  
... at night ...  
... saw ...  
... good time

Friday August 29th

A light ... saw several ...  
... struck  
... him

Saturday September 1st

Fair weather ...  
... 1711 30

Sunday September 2nd/66

Good weather ...

Monday September 3rd/66

Fair weather ...  
... the day ...

Tuesday Sept 4th/66

Commenced ...  
... one time ...  
... Game with the ...

Wednesday Sept 5th

Commenced ... the ...  
... of the time ...  
... got the ...  
... with the ...

Thursday September 6th

Commenced with a ...  
... at ...  
... what

71, 25 Spring 1731, 86

Friday September 7th/66

Commenced ...  
... at 6 o'clock the Ship ...

71, 25

171, 35

Saturday Sept 9<sup>th</sup> 1866

Commenced with a light air, sea calm in the forenoon, wind  
blew from the east. In the afternoon the wind was raised and  
covered with ice covered. The mountains stand <sup>at 2 1/2</sup> at 2 1/2 miles  
of hills in sight, at 10 miles in the forenoon

Sunday Sept 10<sup>th</sup> 1866

Commenced with a moderate gale, under short sail, in the  
forenoon, during the afternoon the gale was a little abated, and  
more moderate, & rather smoother, 12 sail in sight

Monday Sept 11<sup>th</sup> 1866

Commenced with a moderate gale, under the short sail, under  
short sail, fore part heading to the S.W. at 9 o'clock sailed  
Herald Island, bearing S.W. by W. <sup>2 1/2</sup> miles distant - estimated  
with the Addison, two whales

Tuesday Sept 12<sup>th</sup>

Commenced strong with wind, under short sail, several whales  
in sight - saw several whales to do one rising, each at 6 P.M. on  
ice

71,00 171,18

Wednesday Sept 13<sup>th</sup>

Came in good sight from the ice, under short sail, sea King, and  
during the afternoon, ran up to the ice, along with the ice, and  
saw a pack

170,10

Thursday Sept 13<sup>th</sup>

Commenced more moderate, smooth sail, saw a few scattering  
whales, only one rising. at 4 P.M. joined with the Jan Wood, four  
whales 300 lbs, among scattering ice

Friday Sept 14<sup>th</sup> 1866

Commenced with a light air, lowered twice to day, middle and  
latter part much like the fore part

Saturday Sept 15<sup>th</sup> 1866

About so so, if I remember right

70,20 169,31

Sunday September 16<sup>th</sup>

moderate, two ships boiling, working to the ice  
at night joined with the Standard & whales

Monday Sept 17<sup>th</sup>

fore part light, middle & latter part moderate, at the  
middle part lots of whales, saw three  
taken

69,25 167,43

Tuesday Sept 18<sup>th</sup>

fore part light, middle part moderate, at the  
lower part, chased until dark, 6 whales taken to  
day, Capt Gibson bearing 26 & 5, by compass

Sept 11<sup>th</sup> 1866  
Sept 12<sup>th</sup> 1866  
Sept 13<sup>th</sup> 1866  
Sept 14<sup>th</sup> 1866  
Sept 15<sup>th</sup> 1866  
Sept 16<sup>th</sup> 1866  
Sept 17<sup>th</sup> 1866  
Sept 18<sup>th</sup> 1866

Ship G. V. Stoup, Cruising of Cape Disbore Arctic Ocean

Wednesday September 19<sup>th</sup> /66

Commenced calm. middle part moderate latter part fresh. stood in shore during the middle part. at-  
tacked ship & stood off. Saw some digers in shore  
latter part squalls with snow & hail. have not seen a  
whale to day

69110 167.00

Thursday September 20<sup>th</sup> /66

Just one month to day since we got a whale  
good middle part fresh. working to the wind  
wing about 5 A.M. during the afternoon  
of ship toward for whales. we could once during the  
afternoon

69115 166.25

Friday Sept 21<sup>st</sup> /66

commenced moderate. at 5 A.M. fresh. double reefed  
topsails. at 11.30 lowered after a whale. very coarse  
whaling & rather cold

Saturday Sept 22

Commenced with a fresh gale from the N.E. & on  
snowing. covered short sail. latter part wind

Sunday Sept 23<sup>rd</sup> /66

Commenced strong from N.W. at 5 A.M. commenced  
to make sail. during the middle part whole top  
latter part strong under short sail, 7 sails in sight  
at 5 A.M. saw Cape Disbore bearing S.E. 25 miles distant

Monday Sept 24<sup>th</sup> /66

Short gales - rather dry. Strong breeze & coarse whaling weather

Tuesday Sept 25<sup>th</sup> /66

fresh breeze under short sail. during the afternoon  
ran off to the S.E. - at night - lost the wind  
whales scarce. lowered but once to day.

Wednesday Sept 26<sup>th</sup> /66

moderate. main top galant's sail set. saw ship's whale  
all around us. but we saw nothing but a whale  
or a whale that other ship was having. the brass  
took her twelve whale to day. two ship's whaling. one  
of them the Coral. five whales. at night gamed  
with the sea. 17 whales & 20000. 1 whale  
latter part commenced a gale of wind from the S.E. &  
lowered under the topsails

Thursday Sept 27<sup>th</sup> /66

Commenced with a strong gale from the S.E. at 3 A.M.  
double reefed the topsails & set of the boats. at 11 A.M.  
wind shifted. latter part moderate. salt water from  
at fast as it struck the deck 1620 N. 166.00

Friday Sept 28

Friday September 28th/66

Commenced with a heavy gale from the westward, under the  
 close reefed topsails, at 1.30 H.M. took in the fore topmast  
 during the forenoon in blue sea & heavy swell, and  
 a heavy swell running, heading from S.W. to S.E.  
 at 4.00 H.M. from the foremast mainmast & on the  
 upper crains, or hoisted them up to the larboard  
 the fore mast & mainmast, raised the lower  
 of the sea gear, (Cape Lisbone) about 3 cables  
 all hands, ship then under double reefed main  
 loe reefed fore & mizen & foresail set the Mainmast  
 wind hauled about 7.00 H.M. with the mainmast  
 in about 4.00 or 4.30. about 5 steered free, at 7 left  
 by the wind heading to the westward.  
 The water rough with salt water being a  
 great deal as it strikes the deck

Lat 66, 30 N  
 Long 167, 10 W

Saturday Sept 29

commenced strong, from the N.W. by 10.00 to wind  
 heading to the westward, at 2.30 kept off to the  
 S.E. during the middle part whole main topmast  
 at 6.00 close reefed the topsails, two ship with us the  
 Joseph Mayfield & Coral, latter part strong  
 running all night, under unreefed topsails

Lat - 66, 30 N Long 167, 10 W

Sunday September 30th/66

Commenced strong, at dawn made all sail, and raised  
 mainmast sharp, raised topmast at 9 the N.E. breeze, passed  
 to the eastward of them middle part moderate, later  
 at night, passed with the vessel about 10.00 to about  
 5.40 P.M. during the night, passed by a King  
 Island, got a cask of Bread of the deck, & returned to  
 work, four sails in sight

Sunday Sept 30

Monday September 1st/66

moderate, from the S.W. & at 10.00 H.M. at 11.00  
 under mainmast, during the morning, under mainmast, and  
 at 1.00 H.M. at 11.00 H.M. at 11.00 H.M. at 11.00 H.M.  
 to the S.E. at 12.00 H.M. at 12.00 H.M. at 12.00 H.M.  
 Thomas & Isaac & Joseph, latter, latter, latter, latter  
 six, during 4.00 to 5.00 H.M. at 5.00 H.M. at 5.00 H.M.

Commenced with strong wind from the westward, blowing during the forenoon, middle part of the day, at 10 till rain

Tuesday October 2nd/66

St Lawrence Island, during the middle part, wind kept to sail, sails & jib, all, moderate

Lat 61° 55' N Long 169° 08' W

Wednesday October 3rd/66

Commenced with a fresh breeze from the westward, wind from the westward, St Lawrence Island about 2 till did not see on account of its being cloudy, at 1

to the wind, found a sea, Lat 61° 25' N Long 171° 46' W

Lat - 59° 25' W

Thursday October 4th/66

Commenced strong from the N.W. wind to sail, at 4 till kept on, steady S & E till the wind moderate gale latter part

Lat - 55° 10' N Long 171° 18' W

Friday October 5th/66

Commenced fresh, moderate under easy sail, at 5 till whole topsails, at 6 thick snow squall, at 7 kept on, at 12.16 raised St Pauls Island, five ships in sight, at 9.30 till saw the Ship St George whaling

Lat - 57° 15' N Long 170° 49' W

Saturday October 6th/66

Commenced with the wind from the S.W. and a fresh wind, at 12.16 till toward night, wrought whaling, a good number, the starboard boat, bundled on, whaled in until night, but did not get for fourteen sail in sight, two boiling, I guess about all whaling, did not see any one else, heard the Martins boat it was the Florida, Fordham I was real glad for her, at dark quite fresh

Sunday October 7th/66

Commenced strong from the S.W. a number of ships in sight, saw the Hecrow strike a whale, but for him, spoke the Robert Burns (English) 10 whale boats to the Sandwich Islands

Monday October 8th/66

Commenced strong, & continued so all day, a small number of ships, Lat - no sea, saw no one, St Pauls Island bearing



Sail of the ...

Commenced ... in the ...

56, 55, 71, 09

Thursday October 10th

Commenced ... moderate ...

Friday October 11th

Commenced moderate ...

... the ...

Saturday October 12th 1866

Commenced light ...

Sunday October 13th 1866

Commenced light ...

56, 55, 71, 09

Monday October 14th 1866

Commenced light ...

Tuesday October 15th 1866

Commenced light ...

Wednesday October 16th 1866

Commenced ...

Vertical text on the left margin: 1866, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24

From St Paul's to the Boy Islands.

Thursday October 17<sup>th</sup> 1766

Commenced moderate under topsail & courses  
wind from the S. at 6<sup>th</sup> hearing about 6 S. E. in  
the topsail & parted the foresail at 9 close reefed the  
at 10 took in fore & main topsail wind S. E. &  
at 6 were ship wind hauled in to the S. & W  
board steering Ship Europa short distance on

Thursday October 18<sup>th</sup> 1766

Commenced with a strong gale from the N. & W  
going to under a close reefed mainsail at 10<sup>th</sup>  
commenced to moderate gradually at 11<sup>th</sup>  
to make sail heading to the S. Starboard tack  
latter part more moderate bearing S. E. wind  
topsail & foresail lost 54, 20 N Long 176, 49 W

Friday October 19<sup>th</sup> 1766

Commenced with a strong gale from the N. & W  
steering to S. (S. E. & S. E. under short sail during  
the middle watch at the mainsail & jib during  
forenoon made all sails nearly calm; three sails  
in sight at 3 P.M. light breeze from the N. & W  
at 4 saw the land (Boy Islands) at 6 spoke  
Europa kept on course during the night steering  
S. W. during the latter at 11 saw land on the point  
53, 12 W 170, 17 W

Saturday October 20<sup>th</sup> 1766

Commenced moderate from the N. E. at 11  
steering fore part S. E. middle part S. E. & S.  
Ship steady no observations to day at 9<sup>th</sup> 11<sup>th</sup>  
under the main topsail & double reefed in  
mainsail at 9 set mainsail & courses over single  
reefed topsail latter part more moderate

Sunday October 21<sup>st</sup> 1766

Commenced moderate from the S. E. on the fore  
tack at 4 P.M. spoke the French Port four sails  
at 6 wind S. W. light steering S. E. & S. at 11 steered  
all the light sails in at 12 ship under short  
reefed fore & mainsail & jib blowing fresh from  
about West parted mainsail sheet

Monday October 22<sup>nd</sup> 1766

Commenced with a strong gale of wind from the N. & W  
steered under two double reefed topsail & courses  
steering S. E. & S. one sail in sight latter part  
at

Boy Islands Oct 20<sup>th</sup>  
Ship steady in sight

S. E.  
Down

From the Islands of the Sandwich Islands  
Sunday Oct 23<sup>rd</sup> / 66

Commenced with a fresh breeze from the ...  
sails set ... middle and ...  
the ... at 6 ...  
Course S 45 E

Commenced ...  
under ...  
44,00 # 168,38 #

Thursday October 25<sup>th</sup> / 66  
Commenced ...  
at 1 ...  
one ...  
strong ...

Friday October 26<sup>th</sup> / 66  
Commenced ...  
44,00 # 160,29 #

Saturday October 27<sup>th</sup> / 66  
Commenced ...  
steering ...  
88,54 # 153,29 #

Sunday October 28<sup>th</sup> / 66  
Commenced ...  
steering ...  
85,88 # 155,28 #

Monday October 29<sup>th</sup> / 66  
Commenced ...  
about 10 ...  
at each other, while the other was ...  
82,44 # 157,91 #

Tuesday October 30<sup>th</sup> / 66  
Commenced ...  
at 3 ...

Wednesday October 31<sup>st</sup> / 66  
Commenced ...  
steering ...  
85,44 #

Strong ...  
winds at ...  
at ...

Ship for Troy - from the 72 passage, for the

Thursday November 1st / 66  
Commenced steering from the star working  
gradually around to the E. steering S. E. by  
wind latter part about 3000 fathoms  
boye, suspended giving the star boat, at 3 PM  
to out, as we were in the afternoon for  
undergo repairs. I saw the two King Is. 23:12 / Long 155:1

Friday November 2nd / 66  
Strong breeze from the N. E. all sail set, steering S  
by E. by S. employed giving a boat, at 4 PM  
in rain, crisped in ship, set 22,08  
Long 154,24

Saturday November 3rd  
Commenced steering & squally, from E. by N. steering  
S. by E. by S. all sail set, about 10 AM raised the  
steering wheel to the westward, as I had put the  
anchors of the star & hauled up the chain, at  
7 AM. set all the studding gear & sail in  
at 8 AM. sea weather at 10 AM, but joining from  
between S. & E. I am so impatient to get  
I set sail hardly set out to north, I can  
hardly see a well after being out of  
joiner of it. The ship kept as on  
good breeze so I can see no defect  
It would seem as though the  
was being away for help, in a heavy  
little more than gentle breeze, but  
I we may have been another day  
I had turned out of my head to  
the, as I expect to hear my name  
much aside I in part to scribble  
in my old journal, came to anchor about  
I received 15 letters from Capt. J. B. & Dr. B. / L. & M. G. B. /  
but the three ship going on another course, from the  
Robert Thore

Sunday "Plesina" went a short distance  
to the S. of India

Sunday Nov 4th / 66  
The last week we have been taking oil from the  
& Ocean, commenced on the Ocean last Friday after  
very rain during the latter part of the afternoon  
While being out I visited the volcano, it  
quite worth seeing. For at the same time I did  
suff to it as much as others did, which have  
there have me, I obtained a few specimens & was  
my name in the crater, where it will remain  
for some time, we had good weather while  
in the last of the day, very little rain. The

"Vito I.I."

from the India, Ocean & back George. benched see some  
filled the ship with ac. Ship the first coffee there is a bar  
of wood

Saturday December 1<sup>st</sup> /66

Commenced with a sea breeze about 2 P.M. haul up & went  
to sea. latter part fresh, carried down a few passengers

Sunday December 2<sup>nd</sup> /66

Commenced string working up to Honolulu after potatoes  
got a part of three boat loads left at night for Honolulu  
Two feet from beam to day

Monday December 3<sup>rd</sup>

there was a good breeze wind instead, part of the  
line string & part of the line string left to at the  
windward of Diamond head, latter part string

Tuesday December 4<sup>th</sup> /66

Commenced string & continued so the fore part starboard  
boat were ashore, latter part string.

Wednesday December 5<sup>th</sup> /66

Commenced string going off to Honolulu at night  
boat in shore, brought of several men to night-

Thursday December 6<sup>th</sup> /66

Commenced string going off to Honolulu brought  
of several men at night, left Honolulu at 5 P.M. started  
the anchors & cables, steering S.E. and sail set. The  
Ship bore Howland clear to sea 21.15 N 157.50

Friday December 7<sup>th</sup> /66

Commenced moderate steering to the S.E. in gale  
with the "Corinth" Cornelia Howland employed sorting  
over the potatoes middle & latter part fresh bread  
Latitude 17.10 Longitude 157.14

Saturday December 8<sup>th</sup> /66

Commenced light at 10 AM string from the S.E.  
steering S.E. All hands on deck, employed repairs on a  
mainmast at 5 PM haul in - latter part string  
Latitude 18.10 Longitude 157.14

Sunday December 9<sup>th</sup> /66

Commenced string from about 6 AM steering to the S.E. at 6 PM  
latter part string, at 6 PM all the light sail in  
15.45 156.05

Ship bore Howland clear to sea  
two days of work  
Sundays

The ... ..

Death & burial of  
George Emerson (Alicia) & child

Monday December 10<sup>th</sup> /66

Commenced strong from about E. N. E. under  
steering S. by E. middle & latter part  
gale fair. All hands on deck during the night  
repairing an old foretop sail. Latitude 13.06  
Single reefed foretop sail. Longitude 15.51.37

Tuesday December 11<sup>th</sup> /66

Commenced strong from the E. at 8 AM  
the main top sail at 10 hauled one reef out, equally  
raining. middle & latter part much like the fore  
10.12 N 15.51.18 W

Wednesday December 12<sup>th</sup> /66

Commenced strong & squally from the E. middle  
& latter part wind from the S. E. steering  
the wind split the flying jib & bent the main  
mast. Brought a child of the sick man  
aft to deck, he appears to be a very sick man  
7.36 N 15.4.16 W

Thursday December 13<sup>th</sup> /66

Commenced moderate with frequent squalls from  
the S. E. all sail set, steering by the wind  
at 10 AM gaged with the ship. Cornelius Howland  
having been in company with us since we left  
islands. at 12 midnight a boat with 2 men  
on board, backed ship standing to the S. E. by E.  
delight & made sail latter part fresh breeze  
7.36 N 15.9.54

Friday December 14<sup>th</sup> /66

Commenced with a fresh breeze from the E. ste  
by the wind, heading to the N. E. gale fair, at 8 AM  
backed ship and stood to the S. E. steering by the  
wind. At 6.45 AM George Emerson  
a Portugese lad, he came out in the ship, his  
death was caused by a fever which he caught  
in Chile. I should think he was about 23 or 24  
at 4 AM called all hands aft, and made preparations  
for the burial. hauled up the courses set  
colours half mast, read the service & committed  
body to the deep. the ship. Cornelius Howland  
Cornelius Howland, showed due respect by shortening  
sail & setting her colours, at about 4.30 hauled  
down & made sail. latter part much like the  
fore part

Latitude 4.18  
Longitude 15.4.25

Saturday December 15<sup>th</sup> /66

Commenced fresh & continued so all through the night & was  
impeded the fore part - beating sea water & wetting the  
head, all hands on deck this afternoon Latitude 23° 36' S  
Longitude 154° 25' W

Sunday December 16<sup>th</sup> /66

Commenced fresh from the E. all sail set steering  
S by E. middle & latter part - much like the fore part  
Gained with the Ship Cor - Honolulu. Cross the  
Equinoctial line in day Lat Long

Monday December 17<sup>th</sup> /66

Commenced fresh from the Eastward, weather in the  
day - squally the latter part. & heavy in the fore part  
all hands on deck - afternoon Latitude 31° 24' S Longitude 155° 59' W

Tuesday December 18<sup>th</sup> /66

Commenced fresh from the E. steering S by E. & employed  
repairing sails & wetting head, all hands on deck this  
afternoon Cor - Honolulu Lat 31° 04' S Long 156° 20' W

Wednesday December 19<sup>th</sup> /66

Commenced fresh & continued so most of the day  
steering S by E all sail set. all hands on deck afternoon Lat 31° 04' S

Thursday December 20<sup>th</sup> /66

fresh breeze from the E. all sail set steering S by W. employed  
beating the greater part. water clear Lat 29° 40' S Long 157° 58' W

Friday December 21<sup>st</sup> /66

moderate from the N. E. all sail set steering S by W. at  
12 o'clock - & set topmast sludding sail. Painted waist-  
board, bent a jib, & rig-up an old top-sail Lat 14° 43' S Long 158° 37' W

Saturday December 22<sup>nd</sup> /66

Commenced moderate, steering to the S. E. W. gained  
with the Cor - Honolulu. at 10 o'clock, but the painter  
part of main middle part wind very light. The  
hole, when steering back, as a cork would not  
go down, undertook to hoist it on deck so as to  
work from under it. just before it swung from over  
the hatch the cork fell off & struck John  
Antone on the shoulder, & benumbed him all  
over with the exception of his head, did all we  
could for him, but could not bring him to  
feeling. latter part - moderate, Lat 11° 45' S Long 157° 31' W

Sunday December 23<sup>rd</sup> /66

Commenced moderate, fore part rain. John  
Antone no better, complain of his neck  
& shoulder. his whole body much weaker. says nothing  
without you speak to him, have been with him a  
good part of the day. Think the latter part of the  
day he grows worse, very thirsty flesh hot. But quite quick  
Latitude 18° 17' South  
Longitude 157° 23' West

John Antone, part very bad

Death of John Antone

Death of John Antone died this morning by injuries received on the 22nd He came on in the ship on the 18th Bred him about 7 P.M. in the Hospital Longitude 159 37 W

Monday December 24th /66  
Commenced with a good breeze from the Ed. all sail set steering to the S.W. employed in ship day John Antone (the sick man) we found was growing worse, body swelling very fast, no operation I could not get any, tried a warm bath, but to no purpose, he died in a few minutes after we took him out (as he had fainted) as he ceased to breathe about 9:30 A.M. but his heart appeared to beat until 11 A.M. Then passed away John without a struggle, cut down in the vigour of health. I do deeply regret his loss - as he was very much active, and a man of great fame I had taken him to show me in the passage home, although he had not been taken aft yet. At about 7 P.M. we committed his remains to the deep as they could not be kept - we sang on account his purging & turned black at 3 P.M. this passed away a man I really liked, as he had been in the ship all the voyage, and a man I placed all confidence in, he was unwell until the last few moments (so say that a year more) and I looked at 1 P.M. left to the wind & passed out at

Latitude 16 30 South  
Longitude 159 13 West

Tuesday December 25th /66

Commenced moderate from the Ed. going on at 6 A.M. called all hands & bent the Port chain at 7:30 hour went ashore, obtained some fruit & a few fowls, at 7 P.M. kept away steering S.W. latter part all sail set fresh breeze Lat 16 52 S Longitude 159 37 W

Wednesday December 26th /66

Commenced with a fresh breeze continued all the time four hours, at 1 P.M. raised the anchor passed to the Ed of air at 6 P.M. Capt Hornor came aboard a few moments Lat 20 58 S Longt 159 37 W

Thursday December 27th /66

Commenced with a good breeze & continued so all these things four hours, heading to the S.W. Ed all sail set. Ship Co - Howland close by. Latitude 20 12 S Longitude 159 36 W

Friday December 28th /66

Commenced with a fresh breeze from the Ed. all sail set steering by the wind, heading about S.W. employed to day repairing the fore sail. All hands on deck during the afternoon saw the Corlies Howland rig over a new flying jib boom, Latitude 24 38 S Longitude 159 36 W



Saturday December 29<sup>th</sup> /66

Commenced moderate & continued so all the forenoon  
employed setting up the bobstay & the rigging forward, all  
hands on deck during the afternoon, at 8 o'clock, clear  
boat went along side of the ship, a m. Howland,  
brought from the S. E. all sail set steering S. E.

Sat - S Long

Sunday December 30<sup>th</sup> /66

Commenced moderate, during S. E. all sail set, same  
with the Cor Howland, latter part, light, raining

Monday December 31<sup>st</sup> /66

Commenced light & constant steering S. E. all sail  
set, rainy all day, latter part the same Sat

Tuesday January 1<sup>st</sup> /67

Commenced moderate and continued so all the day  
with frequent showers of rain, gauled with the Cor Howland

Monday January 2<sup>nd</sup>

Wednesday January 2<sup>nd</sup> /67

Commenced moderate from the S. E. all sail set  
heading to the S. E. middle part wind S. E. at  
12 o'clock, the ship, and about 10 o'clock at 31.2 S

Thursday January 3<sup>rd</sup> /67 S 15.55 W

Commenced moderate on the S. E. all sail set,  
employed in ship's duty, at 31.16 S, Long 15.7ul 6 West

Friday January 4<sup>th</sup> /67

Commenced very light, latter part moderate, all  
steering S. E. Cor Howland, latter part employed in  
repairing the mainsail, at 31.30 S, Long 15.57 W

Saturday January 5<sup>th</sup> /67

These twenty four hours commenced, with a light breeze  
the S. E. all sail set steering S. E. employed middle  
part wetting hole, at 5.16, strong from the S. E.  
came down to hull rope, the cable 1.0.16, at 7  
single rope to the mainmast, at 31.30 S, Long 15.57 W

Sunday January 6<sup>th</sup> /67

Commenced with a strong breeze from the  
S. E. heading to the S. E. under short sail,  
at daylight moderate breeze, middle of the forenoon  
much the same, at 12 M gauled with the S. ship  
Cornelius Howland, I went on board & with a light  
and sent in a brother Beuben Sat 32.15 S, Long 15.57 W

Monday January 7<sup>th</sup> /67

Commenced moderate & continued so all the  
twenty four hours, though wind from the S. E.  
heading to the S. E. for latter part from the  
S. E. & S. E. employed in ship's duty, at 32.26 S

Latitude 32.26 S

Longitude 151.04 W

North Pacific Ocean May 21<sup>st</sup> /66.

My Dear Father

I have the Piles very bad, they appear to be growing worse instead of better. I try first one medicine & then another but do not perceive if anything does them any good. Some fear they may ulcerate & turn to a Skin Fistula in the course of time, they are extremely painful for about six hours after a motion of the bowels & then the swelling gradually goes down, & then I feel quite limber for a few hours but night after breakfast no one has an idea how painful they are. I don't know how I shall get along when we get where I almost dread to think about it. All the rest appear so well & I can hardly get around deck, I am now taking Sarsaparilla internal and applying Turpentine oil external. Oh when shall I get well from this troublesome disease? I am afraid it is going to last all the season. Oh if I could only see a Doctor, but there is none here. I am in such pain I can scarcely stand or lay down. I feel much better than I did but I have hopes of them getting better perhaps not here but the best again perhaps at last at sea. I feel real ashamed to be below for some part of the day I am free from pain, and then I feel real smart, it seems so strange to me to be snoring around deck when I want to think people could get around deck. Oh how I wish I could walk around. Oh how I wish I was at home I could enjoy the society of my friends for that is what I give myself. I feel much better in my mind if I were at home I feel better. No good can be done, if a man could only be the means of bringing one sinner to see the error of his ways, & he should learn, it would be a worth-while thing for him to have the promise that he would be saved. Mr. Thompson said all we need to do is to fall to pray and go home & be looked for the first time. I think the world would be much better if there were no more of these things. My ambition was not above me to leave & come home & now I must regret the consequences. I think of home quite often & of what I shall do when I get home. I was sure he has not yet written to me. I have written a request (as it is more of a request than a will) & put it in my chest in case I should be taken away suddenly. I have written with respect for you as I have always given you all something. I wish you to respect Lucia as though we were nearer related, for if our lives is shared in no doubt we shall be. George S. Boutwell, May 21<sup>st</sup> 1866. I have commenced to write the service to be done for me. May 26<sup>th</sup> the inner piles appear to be a little better as they do not come down as much as yesterday. This morning when at stool they feel quite good. My friends stand now watch for me & so I am free from all evil care.

Sunday, May 21. very bad to day. bowels loose, sharp pain in  
 the lower part. two stools to day, quite a quantity of thick black  
 blood passed from me to day. 26 fully well all day, no night-very  
 painful for six hours. 27. well all day. at 8 P.M. never to stool passed  
 a quantity of red fresh blood. rather excessive, 30. quite well  
 through the day but very painful last night - so I could not  
 lay in my berth. 31. very severe for eight hours & then less from  
 pain from the bowels by stool. pain was very severe to night. 2nd very  
 painful at night no blood passed me to day. bowels loose, very  
 wet of the day time. I am now taking Sassafras oil 15 drops three  
 times a day, & using it external. I am now internal & external  
 while out back before a motion of the bowels, & when very  
 in nothing done me but in the morning I had a small  
 stool, had an operation, small quantity of blood passed from me, painful  
 all the afternoon. the outward tumours did not swell as much as usual  
 but had on them a thick crust of the tumour, it appears to be close up to the  
 skin, enjoy softness health otherwise. I am now not dieting  
 at present quite a quantity of blood, think I am a little better  
 for part of the pain but part quite painful in  
 internal, looks a little worse than it had an operation this  
 morning, tumours swollen very little to day. but burn all the  
 time considerable pain internal 12 to 13th feel better very free  
 from pain, stools easy, but some blood & slime, 14th free from pain  
 until night quite painful for about one hour, kept still and was  
 soon easy again, 20th appear to be gaining better slowly, tumours swell as  
 usual but not so painful. bowels loose & have passage once a day 21st  
 22nd appear to be gaining slowly but little blood passed once & tumours  
 when but a little 24th 25th & 26th seem to get about quite comfortable, 27th  
 quite painful after a passage, some black thick blood passed me to day  
 the pain appear to me inside the stomach, tumours rather little  
 28th 29th & 30th gaining very slow, bowels loose, but not much  
 of day, more pain to day than usual. 31st appear worse to day blood  
 painful after an operation. I am now using strong tobacco steeped up  
 but do not see as it does any good. I am almost discouraged of getting  
 well this season, as I am not able to do my duty. I feel like being in a  
 dark narrow place, but so in it. 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th  
 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st  
 some more to day I used Sassafras oil again external, & 9th 10th 11th 12th  
 using Sassafras, Sassafras oil 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st  
 other one, stool blood, 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st  
 growing worse operation once in 44 hours 2. 2nd quite - 1 gain 4 operations to 30th

# Remarks on board Ship Geo. Thompson

Sunday January 5<sup>th</sup> 1867

Commenced with fresh breeze from the S.W. heading to the S.W. all sail set, steering by wind. Employed getting ready to hoist & bend the old jib for a main-topmast staysail, after we got it bent it did not well, so long on the huf. Lat 33.20 S Long 132.11

Monday January 6<sup>th</sup> 1867

Commenced fresh from the S.W. heading to the S.W. & S.W. & W. Employed getting a main-topmast staysail, latter part steering by wind. Lat 33.15 S Long 132.11

Tuesday January 7<sup>th</sup> 1867

Commenced moderate from above E. & S.W. heading to the S.W. & S.W. & W. Employed getting ready to hoist & bend the old jib for a main-topmast staysail. Lat 37.25 S Long 134.11

Wednesday January 8<sup>th</sup> 1867

Commenced moderate from the W. & S.W. all sail set, steering by the wind, heading about S.E. with the ship, Corralies Newland, employed getting ready to hoist & bend the old jib for a main-topmast staysail. Lat 37.25 S Long 134.11

Thursday January 9<sup>th</sup> 1867

Commenced in ships' deck, shifted the fore & main staysails (but the fore ones) steering 60 S. Lat 40.00 S Long 140.10

Friday January 10<sup>th</sup> 1867

Commenced fresh from the W. & S.W. all sail set, steering by wind, heading about S.E. with the ship, Corralies Newland, employed getting ready to hoist & bend the old jib for a main-topmast staysail. Lat 40.30 S Long 144.32

Saturday January 11<sup>th</sup> 1867

Commenced fresh from the W. & S.W. all sail set, steering by wind, heading about S.E. with the ship, Corralies Newland, employed getting ready to hoist & bend the old jib for a main-topmast staysail. Lat 41.30 S Long 146.10

Sunday January 12<sup>th</sup> 1867

Commenced strong from the W. & S.W. all sail set, steering by wind, heading about S.E. with the ship, Corralies Newland, employed getting ready to hoist & bend the old jib for a main-topmast staysail. Lat 42.40 S Long 147.10

Monday January 13<sup>th</sup> 1867

Commenced with a smothering breeze from the W. all sail set, steering E. middle & latter part of the fore part S. Lat 43. S Long 152.41

Tuesday January 14<sup>th</sup> 1867

Commenced strong from the W. & S.W. all sail set steering by wind

Commenced with a smothering breeze from the W. all sail set, steering E. middle & latter part of the fore part S. Lat 43. S Long 152.41

Commenced with a smothering breeze from the W. all sail set, steering E. middle & latter part of the fore part S. Lat 43. S Long 152.41

Commenced with a smothering breeze from the W. all sail set, steering E. middle & latter part of the fore part S. Lat 43. S Long 152.41

Friday January 14<sup>th</sup> / 67  
Commenced with a strong breeze from N. by E. all  
sail set stiring E. ... hauling jacks, ... caught  
a porpoise the first one since we left the island.  
Latitude 48° 00' S Longitude 112° 34' W

Saturday January 15<sup>th</sup> / 67  
Commenced with a gale of wind from the N. by E.  
stiring E. carried away the cross jack ... running  
with a double reef ... later part wind west. all sail set  
Latitude 47° 15' S Longitude 110° 46' W

Sunday January 16<sup>th</sup> / 67  
Commenced with a pleasant breeze from the N. by E.  
sail set, during the ... part filling ...  
of a ... middle & latter part much like the  
purpose  
Latitude 47° 15' S Longitude 110° 46' W

Monday January 17<sup>th</sup> / 67  
fresh gale from about N. by E. ... breaking out water  
out of the main hatch (stair deck) ...  
part. fresh gale from about N. by E. ...  
sail set.  
Latitude 47° 54' S Longitude 110° 46' W

Tuesday January 18<sup>th</sup> / 67  
fresh gale from about N. by E. ... stiring E. & N.  
middle part wind that. all sail set - latter part wind  
about S. W. ...  
Latitude 47° 24' S Longitude 110° 22' W

Wednesday January 19<sup>th</sup> / 67  
strong the whole twenty four hours. employed in ...  
Latitude 47° 24' S Longitude 110° 22' W

Thursday January 20<sup>th</sup> / 67  
less fresh gale from about N. by E. ...  
stiring E. & N. ... wind N. by E.

Friday January 21<sup>st</sup> / 67  
... all sail set ...  
Latitude 47° 20' S Longitude 92° 20'

Saturday January 22<sup>nd</sup> / 67  
Commenced fresh from the N. by E. all sail set ...  
E. W. ... in the mainmast & ...  
middle & latter part the same  
Latitude 47° 20' S Longitude 92° 20'

Sunday January 23<sup>rd</sup> / 67  
fresh breeze from the N. by E. all sail set ...  
Latitude 47° 50' S Longitude 90° 9'

Monday January 24<sup>th</sup> / 67  
Commenced moderate breeze from the N. by E. all sail set  
... of ... 3 light sail in. 4 double reef topsails ...  
at 8 ... mainmast ...  
& whole ...  
with ...  
Latitude

Cape Horn / 21 30th / 67

Sunday January 29th / 67

Commenced fresh from the N. steering East 1/2 S  
steering on fore part middle & latter part E. by  
middle & latter part, rain, running before the  
wind with the main sail, Mizen topsail & fore  
topsail double reefed at 36.00 of Long 76.00

Monday January 30th / 67

Commenced strong from the N. steering  
E. by N. Mizen topsail & fore topsail  
out of the fore topsail & at the studding sail at 44.00  
with the land (Gingoes) latter part fresh steering  
E. by S. Longitude 6.32.7 South & latitude 69.44

Tuesday January 31st / 67

Commenced fresh from the N. steering about  
1/2 E. at 10.00 brass sharp up moderate at  
2 P.M. took in all the light sail, wind from  
the Westward, at 4 strong running under  
running with the main topsail & fore topsail  
Longitude 5.40 S & Long 64

Wednesday February 1st / 67

Commenced fresh from the Westward, at 10.00  
at all sail steering N. by E middle part  
first barbed sail & fore topsail & Mizen  
The third barbed sail Longitude 60.56

Thursday February 2nd

strong at the wind, short sail, at 2.30 A.M. set  
fore & main topsail, at 12 M. raised land Fall  
an island, passed along close to them at 1 P.M.  
all all hands & double reefed the topsails blow  
very strong, the whole intended to have kept  
the bay but for strong breeze were along  
at 5.00 of Long 57.2

Friday February 3rd / 67

Commenced strong from the N. steering  
the N. by E. at 10.00 at 8.30 spoke the  
Ship Charles W. Morgan having seen several  
whales here the night previous latter part  
all night latter part moderate S. by E

Saturday February 4th

Commenced with the fore topsail & fore  
part strong, gale with the Charles W. Morgan  
Captain Sanders & wife & child came on  
wind N. by E. heading to the Westward

Sunday February 5th

strong from the N. by E thick under short sail, had  
the fore spencer, boled out her fore spencer, latter part  
quite moderate. Bent the fore spencer

Longitude  
Longitude

Wednesday February 6<sup>th</sup> 1867

Commenced work at 10 AM, under a fog  
at 7 AM, with a light breeze from the N. by E.  
the fog cleared at 3 PM when a light breeze  
at 4 raised sperm whales round the boat, started  
but were not shot, did not get fat, weather clear  
moderate & thick fog. Lat 47.40 Long 58.10

Thursday February 7<sup>th</sup> 1867

Commenced work from the N. by E. & thick  
fog, at 10 AM, lit up, saw the Ship, Charles Morgan  
at a distance

Friday February 8<sup>th</sup> 1867

Commenced work at 10 AM (S. most fog)

Saturday February 9<sup>th</sup> 1867

Not hold this morning, working to the N. by E.

Sunday February 10<sup>th</sup> 1867

Pleasant all day, good part working to the  
N. by E. & other part working to the S. by E.

Monday February 11<sup>th</sup> 1867

Commenced pleasant & continued so all the day  
about 1.30 PM raised sperm whales going quick  
on the wind, heard until dark, but the  
and the wind died, whales gone to the N. by E.

Lat 47.40 Long 58.10

Tuesday February 12<sup>th</sup> 1867

Commenced with thick fog, but clear this  
morning, middle of glass fair, fine weather

Lat 45.06 Long 58.00

Wednesday February 13<sup>th</sup>

Commenced fine & continued so all the day  
at 10 AM signalled with 6 English flags  
saw several finbacks to day at 4.25 Long 57.42

Thursday February 14<sup>th</sup>

fine weather, good middle part, taken  
up, at 1.15 PM spoke the bark Sarah & Staples  
of Belfast, Me. saw 2000 barrels found to  
be oil, at 1.30 PM ground with the Ship, Cor- Howard  
from Port Stank, having seen the Cooper and  
taller part fish, saw the whale, & the  
Latitude 46.31 Longitude 57.40

Friday February 15<sup>th</sup>

Commenced strong wind to the N. by E. sailing to the  
N. by E. saw the ship, at 1.15 PM saw the  
Howard taller part fish, saw the whale, & the

Ship, Charles Morgan  
at a distance

# Ship Log Group Cruising between Falkland &

Saturday February 16th

Commenced strong from the Sd. middle of latter part of night, working to the Sd. wind from the NW. gamed with the Cor. Howland, in night sail, as we have no night for the last week hole in morning. Lat 43.32 & Long 57.85

Sunday February 17th

Commenced strong from the Sd. strong, which topsails & good down middle of latter part of evening through the night under easy sail, Lat 43.50

Monday February 18th

Commenced fresh from S.W. strong, which topsails & good down middle of latter part of evening through the night under easy sail, Lat 42.03 & Long 57.04

Tuesday February 19th

Commenced light from the N.W. working the N.W. sea, middle part to the Sd. in edd, making a good S.W. middle of latter part much like the first part, Lat 41.16 & Long 56.36

Wednesday February 20th

Commenced squall from the Sd. middle part, from the Sd. & strong of S.W. at last light, heading latter part about 1/2 S.W. the squall came with the Cor. Howland, Lat 40.08 & Long 55.10

Thursday February 21st

Commenced moderate, it melted in the morning to the N.E. during the middle part, Lat 39.20 & Long 54.22

Friday February 22nd

Commenced moderate, which fell off night middle of latter part strong from the Sd. steering about S.E. running under easy main topsail & fore sail, kept fore & main topsail at 60th kept in company with the Cor. Howland. Capt. Homer came on board a few minutes as we are going back again to the Sd. Lat 38.58 & Long 53.45

Saturday February 23rd

moderate, heading to the Sd. two sails in sight, at 12th - saw sight of the Cor. Howland, at the stern of the Sd. the howling morning, latter part light, Lat 39.00 & Long 53.26

Sunday February 24th

Commenced fresh from S.W. strong, which topsails & good down middle of latter part of evening through the night under easy sail, Lat 40.08 & Long 55.10

S.W. of Falkland

S.W. of Falkland



River of plate. On the passage from  
 Monday February 25<sup>th</sup> 167  
 Commenced strong from the S.E. heading to the  
 S.W. under short sail, at 12 M double reefed the main  
 42<sup>u</sup> 16 S 34<sup>u</sup> 16

Tuesday February 26<sup>th</sup>  
 moderate, under short sail, working to the S.W. under  
 in ships but what is left at 12 M  
 Wednesday February 27<sup>th</sup>

Commenced, moderate, steering to the S.W. under  
 meeting, under short sail, at 12 M under 12 S 36<sup>u</sup> 2  
 Thursday February 28<sup>th</sup> Collins  
 Commenced fresh from about N.E. steering S.W.  
 under reefed topsails, middle part thick & foggy, at 12 M  
 rain. Men Capt. Stubby however to list with  
 working a little, which we had for  
 supper, it was I suppose good. She has Captain's quarters  
 & in good winter, the act of friendship she  
 to an intimate friend of mine. She never richer  
 blessings ever attend her, I have 34<sup>u</sup> 16

Friday March 1<sup>st</sup> 167  
 Commenced light, from the S.W. steering S.E.  
 middle part strong, double reefed the main  
 I took in Main sail & jib, at 12 M under  
 sail & kept to the wind heading about S.W.  
 44<sup>u</sup> 26 35<sup>u</sup> 39<sup>u</sup> 17

Saturday March 2<sup>nd</sup>  
 Commenced strong from the S.W. working to the  
 S.E. under short sail, morning, at 12 M under  
 close reefed topsails, steering S.E. at 12 M  
 = ing S.W.

Sunday March 3<sup>rd</sup>  
 Strong from the S.W. steering S.E. I reefed  
 English Bark, latter part moderate, kept to the  
 wind under short sail 42<sup>u</sup> 50 S 36<sup>u</sup> 46<sup>u</sup> 16

Monday March 4<sup>th</sup>  
 Moderate, from the S.W. steering S.E. at  
 moderate, kept to the wind from the S.W. under  
 short sail 42 S 36<sup>u</sup> 12<sup>u</sup> 16

Tuesday March 5<sup>th</sup> 167  
 Strong from the S.W. steering S.E. under  
 short sail, middle part at sail set, working to the  
 S.E. wind from the S.W. steering S.E. at 12 M  
 employed reefing the main sail 40<sup>u</sup> 37 S 35<sup>u</sup> 08<sup>u</sup> 17

Wednesday March 6<sup>th</sup>  
 Moderate, from the S.W. steering S.E. at  
 moderate, kept to the wind from the S.W. under  
 short sail

about 12 M the wind

Whip. G. W. Sloop. Cruising in the South Atlantic

Thursday March 7<sup>th</sup> 1867

Commenced strong under short sail steering about North. Latter part very heavy squalls, rain under two or three squalls.

Friday March 8<sup>th</sup> 1867

Commenced strong from the S by E. steering South, under short sail in E S by E light breeze wind heading to the N by E. latter part wind about West. Lat 36<sup>o</sup> 23' S Longitude 30<sup>o</sup> 39'

Saturday March 9<sup>th</sup> 1867

Commenced fresh from the E by N. steering S by E sail working to the N. at 6 P.M. passed along side of a Brazilian Brig. bound to Benicays from Rio. latter part light breeze. Lat 35<sup>o</sup> 06' S Longitude 30<sup>o</sup> 00'

Sunday March 10<sup>th</sup> 1867

Commenced fine & continued so all day. Steered to the S by E. Lat 34<sup>o</sup> 23' S Longitude 30<sup>o</sup> 23'

Monday March 11<sup>th</sup> 1867

Fine weather, steering to the N by E. to the wind during the fore part. Employed getting the rig up on deck & airing in. Commenced this afternoon to haul all hands during the afternoon 7 Sails in sight. Lat 34<sup>o</sup> 26' S Longitude 30<sup>o</sup> 00'

Tuesday March 12<sup>th</sup> 1867

Fine weather, wind from the S. steering N by E fore part, at 12.00, kept to the wind, heading the N. at daylight - wet hole. at 4 - 300 raised sperm whales, covered three boats. Their bows on, whale saw the boat, started but did not get far. latter part, being with the light breeze at 12.00. Lat 33<sup>o</sup> 00' S Longitude 49<sup>o</sup> 00'

Wednesday March 13<sup>th</sup> 1867

Commenced fine & continued so all the day. Employed to work in the rigging, all hands on deck during the afternoon. Lat 32<sup>o</sup> 53' S Longitude 49<sup>o</sup> 30'

Thursday March 14<sup>th</sup> 1867

Fine weather & smooth sea. Employed to work in the rigging, mostly overhauling blocks & all parts of the rigging, suit night. Lat 32<sup>o</sup> 40'

Friday March 15<sup>th</sup> 1867

Fine weather & smooth sea. Employed to work in the rigging, suit night. Lat 32<sup>o</sup> 40'

Saturday March 16<sup>th</sup> 1867

Commenced fresh, middle & latter part - moderate S by E breeze this morning. Employed in ship duty all hands on deck during the afternoon. Lat 32<sup>o</sup> 40'

Vertical text on the left margin: 4000 fms. in the air. Right - to the right of the page.



Ship Geo Scurry. St Catharines March 30th/67

Wednesday March 27th/67

The morning was spent in repairing the  
along the mainmast the anchors two cables  
& four iron wire rope davits. The ship was  
like the cables in the foreward. In the afternoon  
All found that during the evening six men  
stepped the ship by taking a rope from among  
of the ship's cables.

Thursday March 28th/67

Employed tending a little and to work  
rigging

Friday March 29th/67

Along shore and sea. Employed in ship's deck  
and the remaining returned to night.

Saturday March 30th/67

The twilight hours were spent in sea  
with the boats men forward. After breakfast  
up to the fore anchor and along the chain  
cable was about one of the crew 27208 49001

Sunday March 31st/67

Commenced light middle & latter part - the  
sun and all in sight - at dark, one sail  
in sight

Lat 2726 S Long 4802 W

Monday April 1st April Fool day

Commenced moderate & continued so until  
about four hours. Employed to work in  
rigging

Lat 2726 S Long 4802 W

Tuesday April 2nd 1867

Commenced fresh from the N.E. at sea  
reading about 290 S. Employed to work in  
the rigging

Lat 2903 S Long 44019

Wednesday April 3rd/67

Commenced fresh. Parting to the Southeast of the  
Employed in ship's deck middle & latter part  
much like the fore part. several sails in sight

Lat 29030 S Long 42019

Thursday April 4th/67

Four sails fresh from the N.E. reading  
the 6th latter part steering a course N by E  
latter part moderate from N.W. Lat 29035 S

Long 40025 W

Friday 5th Saturday 6th Sunday 7th/67

Nothing worth of notice. There was four sails steering  
N.E. & N.W. by E. & most of the time  
Employed to work in the rigging. All hands  
on deck during the afternoons

Sailed for St Catharines  
for 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st

Sailed for St Catharines

Sailed for St Catharines

Downward bound, Atlantic Ocean April 4th/67

Monday April 5th/67  
Fresh breeze from the S.W. took up the trade  
& employed scraping dead eyes Lat 24<sup>11</sup> S Long 32 13 W

Tuesday April 9th/67  
Commenced moderate breeze from the S.W. and sail  
was steering to the N.W. & employed tacking down  
Lat 24<sup>11</sup> S Long 30 44 W

Wednesday April 10th/67  
Commenced very light breeze from the N.W. and sail  
was to the N.W. on sail in sight & employed tacking  
the rigging for sea as I can remember as this last  
six days is wrote of guess a body is the 14th and the  
last time I wrote of was on the 4th) 21 45 W

Thursday April 11th  
moderate breeze from the N.W. raised the island of  
Trinidad being about 20 leagues from  
with the Charles Morgan making some  
having the island about 20 miles long and  
to the N.W. small islands  
(If the Finians had only been here oh! what a small  
the night has made among them)  
Lat 21 45 S Long 30 00 W

Friday April 12  
light breeze working to the N.W. and up to  
Trinidad. make but little progress. sent down  
the 1st mast-studding sail Lat 20 45 S Long 29 35 W

Saturday April 13th/67  
fresh breeze from the N.W. lowered two sails  
and were fishing for some weather jackets  
one rock cod & some more we began from the  
Charles Morgan latter part strong working  
to the N.W.

Sunday April 14th/67  
Commenced strong working to the N.W. on  
different tack. latitude about 19 1/2  
to the N.W. Lat 20 00 S Long 29 31 W

Monday April 15th  
fresh breeze from the N.W. all sail set heading  
to the N.W. employed in ship duty 15 14 W

Tuesday April 16th/67  
fresh from the N.W. steering to the N.W. the  
& main road and S. W. in road yard left

Wednesday April 17th  
Commenced fresh & rainy employed the latter  
part making over a main-top sail  
Lat 15 14 S Long 29 31 W

Studding sail



round (Home) to New Bedford. U.S.A.

Sunday

Monday April 29<sup>th</sup> 1867

raining, windy, variable, course N.W. Lat 42° 26' N

Tuesday April 30<sup>th</sup> 1867 42° 20' N

Commenced raining with variable winds. employed washing ship inside Lat 51° 45' N Long 42° 54' W

Wednesday May 1<sup>st</sup> 1867

moderate breeze from N.E. employed in ship's duty

Lat 42° 20' N Long 43° 00' W

Thursday May 2<sup>nd</sup> 1867

fine weather & a pleasant breeze. employed repairing the main sail & painting foremast Lat 41° 00' N Long 47° 05' W

Friday May 3<sup>rd</sup> 1867

Fine weather employed. employed repairing the main-sail & painting foremast

Saturday May 4<sup>th</sup> 1867

Commenced fine employed in ship's duty. all the the spar painted & all the stowage boxes stowing it the wind light from the N.E. Lat 42° 45' N

Long 50° 57' W

Sunday May 5<sup>th</sup> 1867

fresh breeze from the Eastward all sail set - starting at 10:30 AM about 10:30 AM raised sperm whales, made three tracks all struck & got four whales took the last one along side about 6 PM.

Lat 41° 35' N Long 53° 00' W

Monday May 6<sup>th</sup> 1867

employed for part - cutting four sperm whales, late part employed in work cutting up the blubber. Lat 41° 35' N Long 53° 00' W

Tuesday May 7<sup>th</sup> 1867

fine & weather on different tracks, cruising for dead whales, started to boil this morning all suet on deck all day Lat 41° 20' N

Long 52° 58' W

Wednesday May 8<sup>th</sup> 1867

fine weather wind S.E. & finished boiling at 4 PM starboard watch below this afternoon for the first time since leaving St. Catherine's. Lat 41° 12' N

Long 53° 12' W

Thursday May 9<sup>th</sup> 1867

fine weather <sup>wind</sup> from the S.E. all sail set - steering N.W. (watch below)

Lat 41° 20' N

Long 54° 12' W

From 11<sup>th</sup> of June  
watch below since  
leaving St. Catherine's

Ship Gov Troup North Atlantic  
Friday May 10<sup>th</sup> 1867  
Captains Birth day

Commenced light from the ESE all sail set steering NW. Employed latter part cooping oil & filling in ready for stowing. Latter part wind N.E. braced sharp up. Watch & Watch. Lat 16<sup>00</sup> 20 N Long 35<sup>00</sup> 25 W

Saturday May 11<sup>th</sup>

Commenced light from the ESE steering NW. Employed fore part stowing the sperm oil. Latter part Watch & Watch. at 5<sup>00</sup> lb found three seals two quarter seals caught a Blackish Seal 17<sup>15</sup> N Long 36<sup>00</sup> 37 W

Sunday May 12<sup>th</sup>

Light all day steering NW. air uncloudy. Lat 18<sup>00</sup> 06 N Long 37<sup>00</sup> 14 W

Monday May 13<sup>th</sup> 1867

Light from the East all sail set steering NW. Employed fore part boiling blackish middle part shifted one of the spright chains foreward to trim ship. In afternoon Watch before to day Lat 19<sup>00</sup> 06 N Long 53<sup>00</sup> 27 W

Tuesday May 14<sup>th</sup> 1867

Light from the ESE steering NW. all sail set. Employed washing ship outside. Lat 20<sup>00</sup> 00 N Long 59<sup>00</sup> 51 W

Wednesday May 15<sup>th</sup> 1867

Commenced very light all sail set steering NW. Wind varying from NE to SW. hawling to the Sa every time. Employed painting ship outside. Lat N Long

Thursday May 16<sup>th</sup> 1867

Light & variable steering NW. employed painting ship outside during the night. rain but not much wind. Lat 21<sup>00</sup> 20 N Long 60<sup>00</sup> 36 W

Friday May 17<sup>th</sup> 1867

Light some of the time braced sharp up on one tack & sometimes on the other tack. Employed in ship duty. After noon Watch to day. Lat 22<sup>00</sup> 00 N Long 61<sup>00</sup> 45 W

Saturday May 18<sup>th</sup> 1867

Commenced light from the NW heading to the NE & E. War hals & bobs out water mixed pains for painting ship inside. Watch and Watch. Lat 23<sup>00</sup> 10 N Long 62<sup>00</sup> 25 W

Sunday May 19<sup>th</sup> 1867

fore part moderate from the NE heading to the SE middle & latter part much the same. Lat 23<sup>00</sup> 26 North Long 62<sup>00</sup> 39 W

Lat 19<sup>00</sup> 06 N Long 53<sup>00</sup> 27 W  
Lat 17<sup>15</sup> N Long 36<sup>00</sup> 37 W  
Lat 18<sup>00</sup> 06 N Long 37<sup>00</sup> 14 W  
Lat 19<sup>00</sup> 06 N Long 53<sup>00</sup> 27 W  
Lat 20<sup>00</sup> 00 N Long 59<sup>00</sup> 51 W  
Lat N Long  
Lat 21<sup>00</sup> 20 N Long 60<sup>00</sup> 36 W  
Lat 22<sup>00</sup> 00 N Long 61<sup>00</sup> 45 W  
Lat 23<sup>00</sup> 10 N Long 62<sup>00</sup> 25 W  
Lat 23<sup>00</sup> 26 North Long 62<sup>00</sup> 39 W

Lat 16<sup>00</sup> 20 N Long 35<sup>00</sup> 25 W  
Lat 17<sup>15</sup> N Long 36<sup>00</sup> 37 W  
Lat 18<sup>00</sup> 06 N Long 37<sup>00</sup> 14 W

Lat 19<sup>00</sup> 06 N Long 53<sup>00</sup> 27 W  
Lat 20<sup>00</sup> 00 N Long 59<sup>00</sup> 51 W  
Lat N Long  
Lat 21<sup>00</sup> 20 N Long 60<sup>00</sup> 36 W  
Lat 22<sup>00</sup> 00 N Long 61<sup>00</sup> 45 W  
Lat 23<sup>00</sup> 10 N Long 62<sup>00</sup> 25 W  
Lat 23<sup>00</sup> 26 North Long 62<sup>00</sup> 39 W

Lat 22<sup>00</sup> 00 N Long 61<sup>00</sup> 45 W



Monday May 20<sup>th</sup> 167

Commenced moderate & cloudy. employed painting ship inside. all sail set for the royal heading. N.W. wind from the Eastward. In afternoon water below the top of the sails in sight. Lat 24<sup>o</sup> 35' N Long 63<sup>o</sup> 54' W

Tuesday May 21<sup>st</sup> 167

Moderate from the Eastward all sail set steering N.W. employed painting ship inside. In water below the top of the sails in sight. Lat 25<sup>o</sup> 45' N Long 65<sup>o</sup> 06' W

Wednesday May 22<sup>nd</sup> 167

Commenced with a good breeze from the S.W. steering middle & latter part of N.W. W. latter part rainy with much lightning. Wind very variable. One sail in sight. W. Water & Hatch. Lat 26<sup>o</sup> 30' N Long 66<sup>o</sup> 10' W

Thursday May 23<sup>rd</sup>

Commenced light with rain. Wind variable. steering N.W. one sail in sight. Lat 27<sup>o</sup> 00' N Long 67<sup>o</sup> 00' W

Friday May 24<sup>th</sup> 167

Commenced moderate. steering N.W. all sail in sight. employed in ship duty. Water & Hatch. Lat 28<sup>o</sup> 00' N Long 69<sup>o</sup> 04' W

Saturday May 25<sup>th</sup> 167

Commenced light from the S. all sail set steering N.W. employed in ship duty. Latitude 28<sup>o</sup> 45' N Longitude 71<sup>o</sup> 22' W

Sunday May 26<sup>th</sup> 167

Commenced fresh from the S.W. steering N.W. at night took in some of the light-sails & let the ship go easy. Lat 30<sup>o</sup> 18' N Long 73<sup>o</sup> 30' W Longitude 74<sup>o</sup> 01' W

Monday May 27<sup>th</sup> 167

Commenced with a moderate breeze from the S.W. at daylight set the light-sails. steering N.W. Several small sails in sight. Lat 30<sup>o</sup> 55' N Long 74<sup>o</sup> 55' W

Tuesday May 28<sup>th</sup>

Moderate from S.W. steering N.W. employed in ship duty. Lat 31<sup>o</sup> 30' N Long 75<sup>o</sup> 19' W

Wednesday May 29<sup>th</sup>

Good breeze from the S.W. steering N.W. Spoke the Schooner Queen Alexander of Trinidad from Port Riquez bound to Baltimore. latter part much like the fore part. Lat 32<sup>o</sup> 15' N Long 78<sup>o</sup> 33' W

after 5 o'clock  
May 28

Thursday May 30<sup>th</sup> 1867

Commenced fresh from the S & W steering  
N 64 W. under easy sail, at 7 1/2 M left  
on the Port tack steering N 77 W. called  
and fresh.

Lat 34 44

Long 73 07

Friday May 31<sup>st</sup>

steering under short sail, steering N 6  
for part middle wind latter part  
from the N

Lat 36 12

Long 70 36

Saturday June 1<sup>st</sup> 1867

Commenced steam from the N 6 W heading  
to the N 6 E. at 8 1/2 M under ship heading  
to the N 6 W. at 8 1/2 M lowered for Black  
fish. No can catch. Gulf Stream.  
Saw the Brig Martha A Berry of Portland  
steering N 6 W. Not hove. Latter part  
light.

Lat 38 30

Long 69 30

Sunday June 2<sup>nd</sup> 1867

Commenced light from the S 6 steering  
N 77 W. for part middle & latter part  
steering N 77 W. passed through the  
at 9 A.M. the northern edge edge is  
37.50 N. in the Longitude of about 70 W  
latter part fresh breeze Lat

Long

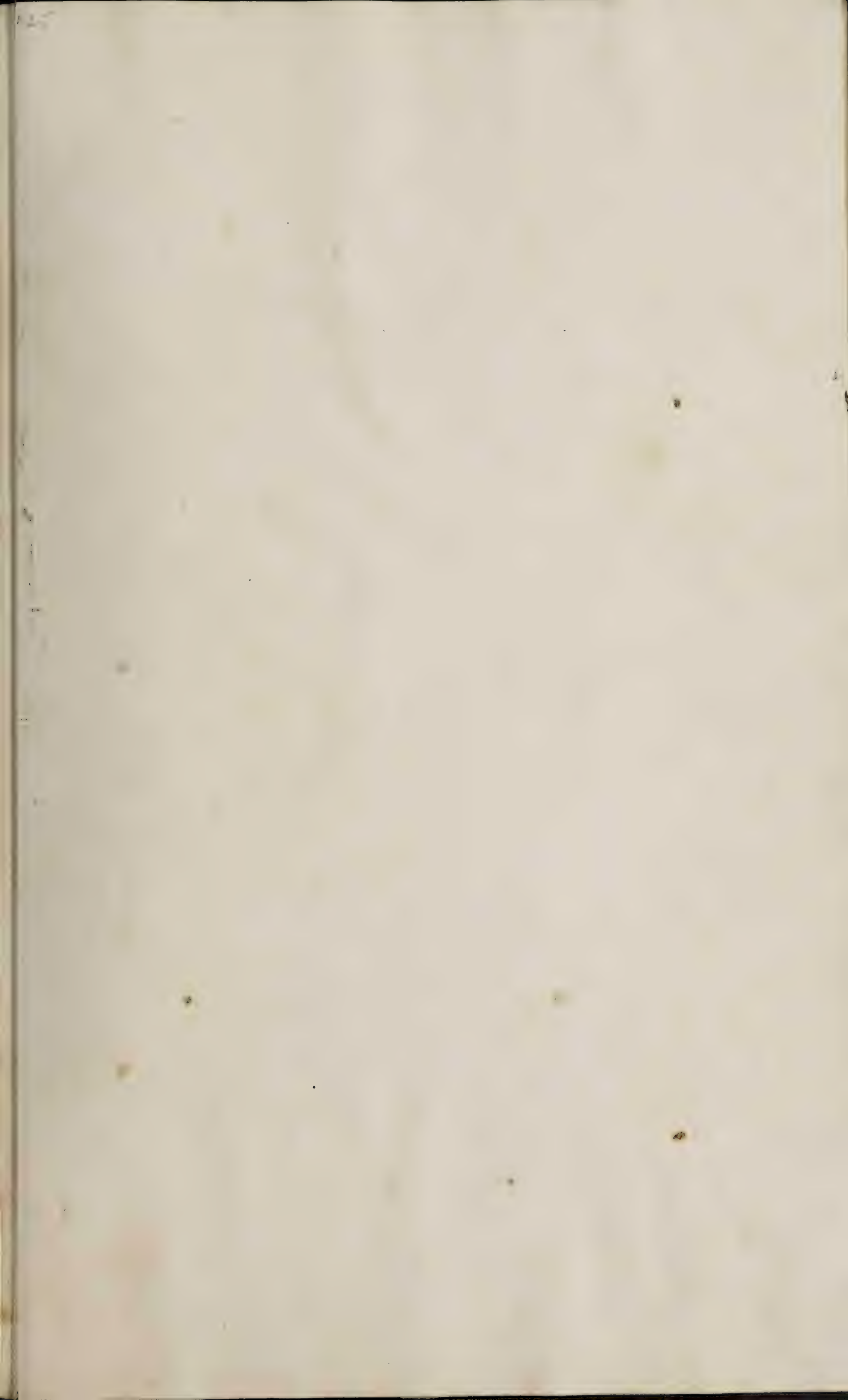
Monday June 3<sup>rd</sup> 1867

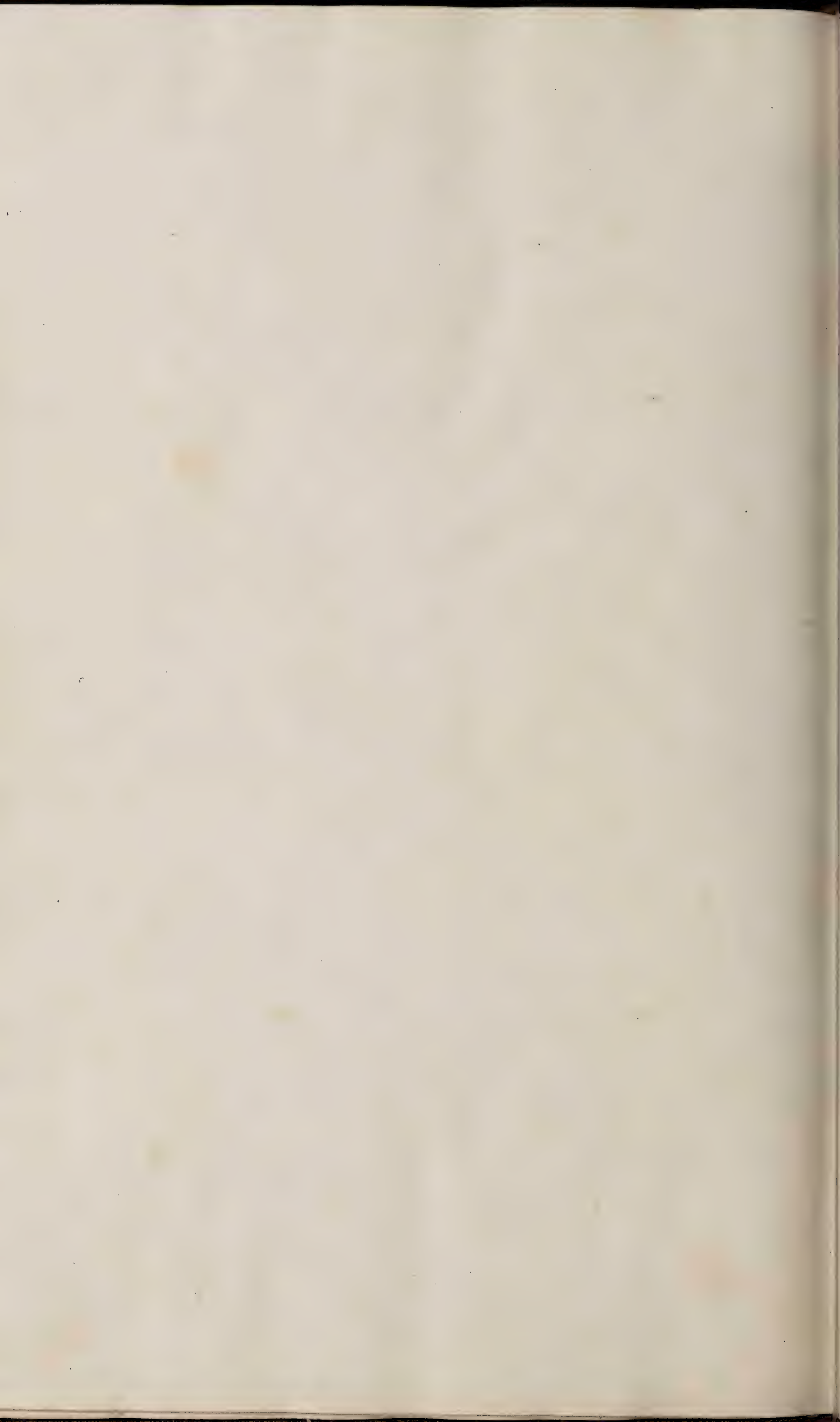
Commenced fresh from the S. all  
sail set steering N 77 W. at 6 20 AM  
called all hands to shorten sail, set all  
three topsails. hauled mainsail & jib  
at 1 P.M. sounded & found 42 fathoms  
muddy bottom, at 4 P.M. spoke &  
boarded Pilot Boat No 2. (Cyrus) of  
of N.Y. three days from N.Y. at 1 P.M.  
made sail, at 6 spoke topsail, hove the  
trysails over board to day. Thick &  
rain.

Entered the Gulf  
Stream about 2 P.M.  
Latter part fresh

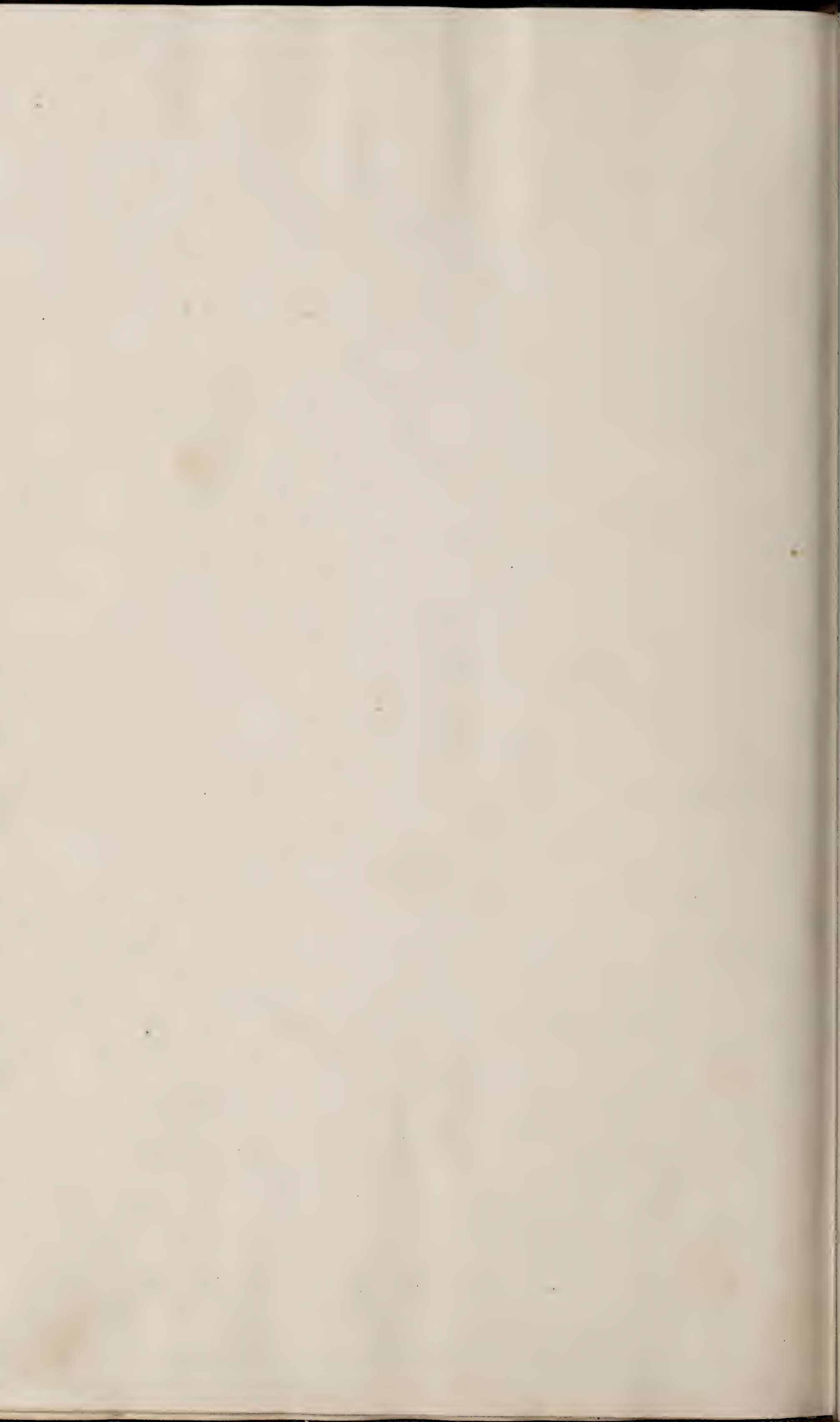
Lat 38 30  
Long 69 30

1903 May 23<sup>rd</sup> I was just looking to see what day we  
arrived home in the Ship Gov Troup. I distinctly remember  
it was the next day after the trysails were hove overboard  
which would make it June 4<sup>th</sup> and I met  
Celia my intended wife on that evening. Oh what  
a happy evening that was. Thirty six years ago  
almost. And here I am an old man.

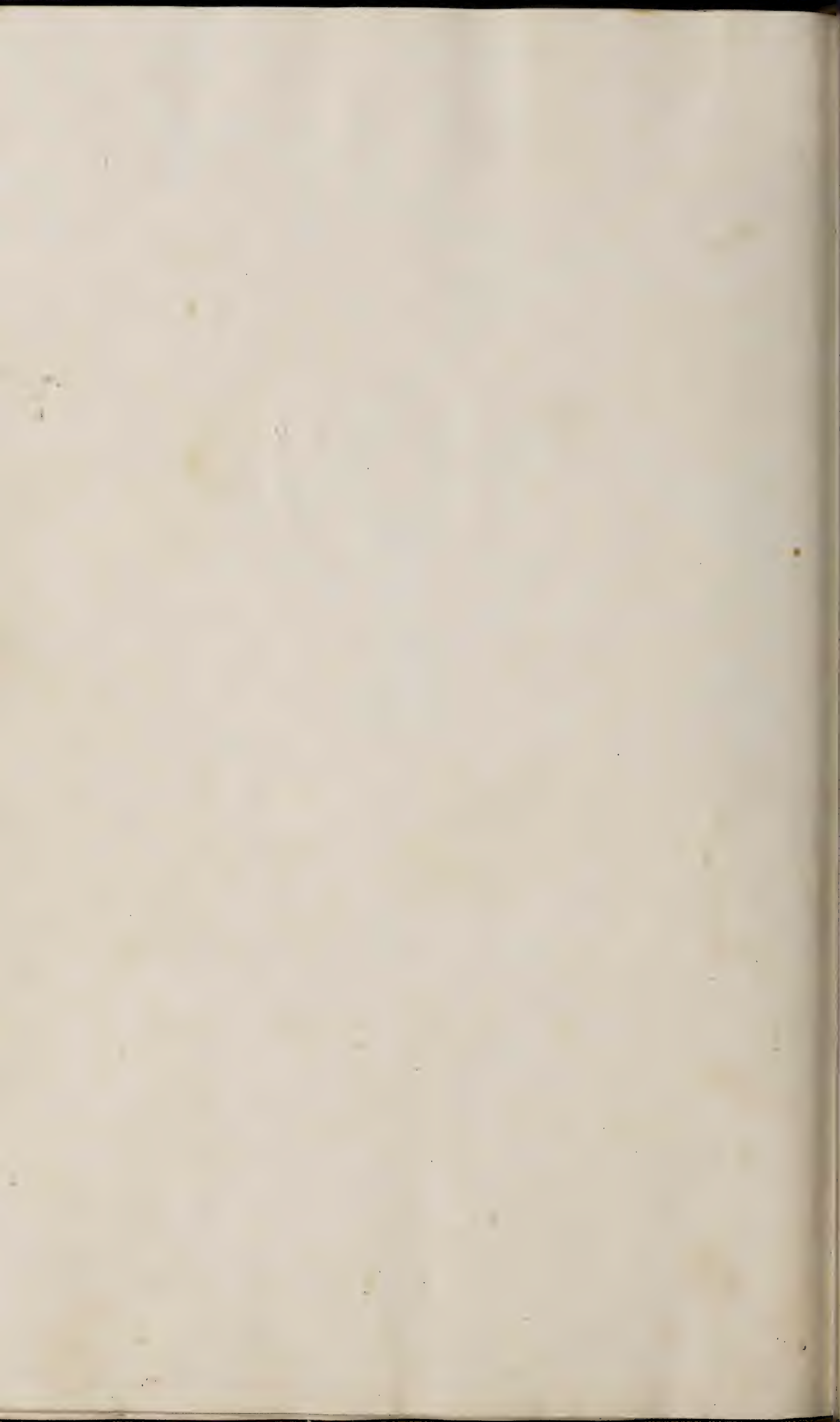














# Debit

I am to tell you that I have received the  
 bill of exchange for paper I have received the same  
 for March 20 1865. I am to tell you that I have  
 the gold piece of 20 to bring you of money which I have  
 at home by me. I am to tell you that I have  
 George S Bowman

Dear Captain (Stobly has a long military - 1865  
 in Spain) 1865  
 George S Bowman

Arrivals Clearances

Arrived at Hilo October 20<sup>th</sup> 1864 Sailed October 24  
 at Honolulu = 7<sup>th</sup> Sailed November 24<sup>th</sup> Arrived at  
 San Francisco December 16<sup>th</sup> Sailed Dec 21<sup>st</sup> 1864  
 Arrived at Point Barrow Dec 27 January 14<sup>th</sup> 1865  
 by the Point Barrow. Left the Point - the second time  
 January 26<sup>th</sup> Cape St James January 28<sup>th</sup> Spinnaker  
 at 11<sup>th</sup> South Long 11<sup>th</sup> 22<sup>nd</sup> Arrived at Hilo March 21<sup>st</sup> Left  
 April 1<sup>st</sup> April 1<sup>st</sup> Sailed April 20<sup>th</sup> Arrived at Honolulu  
 April 29<sup>th</sup> Sailed April 30<sup>th</sup> <sup>at Hilo</sup> April 26<sup>th</sup> Utter 27 Sailed 28 for  
 the Arctic. Saw Behring Island May 19<sup>th</sup> Saw the first ice  
 May 23<sup>rd</sup> saw the land (Cape ) May 24<sup>th</sup>  
 "Record of the Shenandoah June 25<sup>th</sup> went South June 26<sup>th</sup> Behring  
 Strait King's Island July 20<sup>th</sup> Took on first ship in the Arctic  
 Arrived June 25<sup>th</sup> in the Arctic (Sailed July 25<sup>th</sup> 1861-62  
 September 18<sup>th</sup> 1865 of Sea Cape etc last time September 22<sup>nd</sup> Behring Strait  
 Sept 24<sup>th</sup> St Paul October 11<sup>th</sup> came through the 172 passage Oct 15<sup>th</sup>

OE  
100

George S. Bowman  
Of West-Falmouth, Mass

On board ship, Geo. Troup, Capt. Ashley  
which sailed from <sup>New Bedford</sup> ~~London~~ December 2<sup>nd</sup> 1862

for the North Pacific Ocean on a whaling voyage.  
The Geo. Troup was 430 tons burden. Live oak built, said  
to be one of the best ships in the whaling service. I like her  
very well, but think she is the wettest ship at time that I  
was <sup>ever</sup> in (on account of being loaded so much by the head).  
All beyond page 46 is kept civil time as it is so much  
more convenient



Nicholson  
Whaling  
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